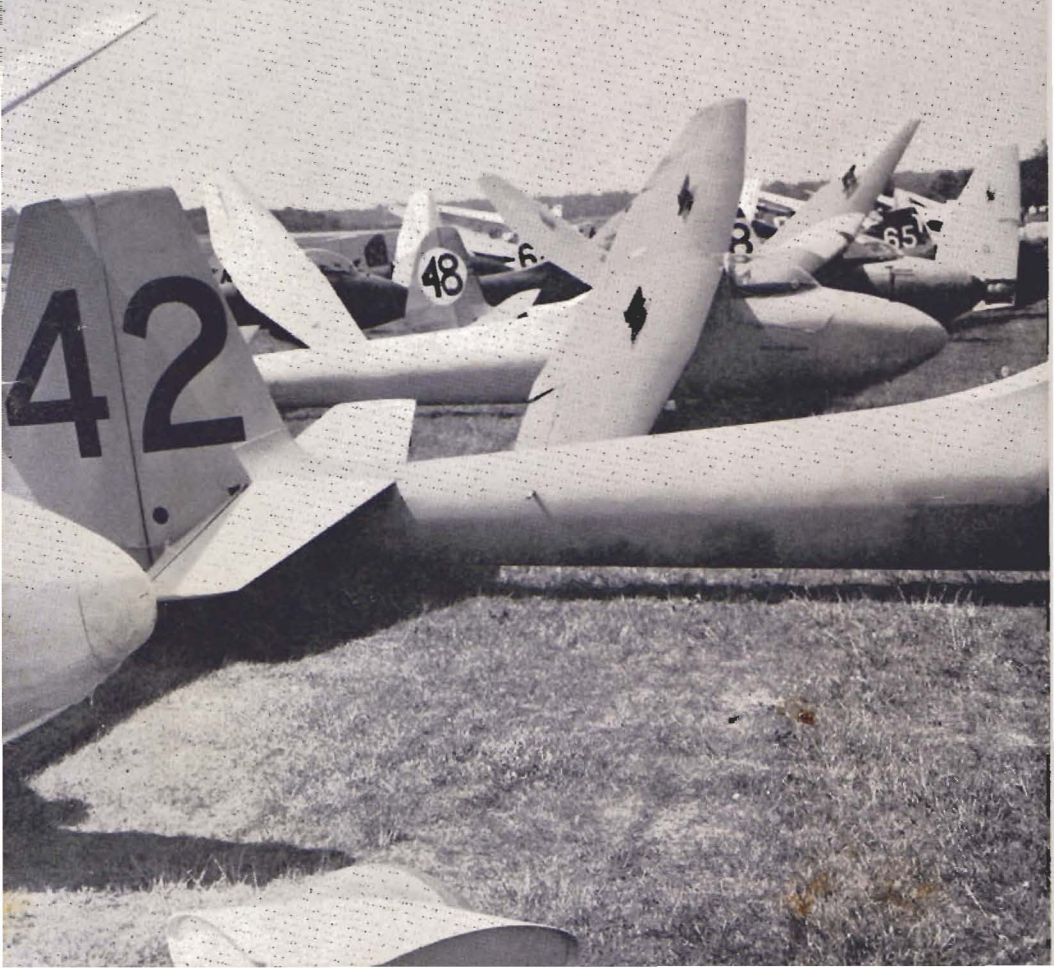
Sailplane and Gliding

2/6

August 1959



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SAILPLANE AND GLIDING

OFFICIAL ORGAN OF THE BRITISH GLIDING ASSOCIATION

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COVER PHOTOGRAPH.—Scene at the 1959 National Championships, Lasham.

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The Bonnie Banks of Loch Leven

by Nicholas Goodhart

"My crew'll tak' the low road and I'll tak' the high road,
And I'll be in Scotland afore them . . ."
—with apologies to ANON.

THE opening day of the National Championships seemed very promising at briefing when a forecast was given which indicated the possibility of a day of thermal soaring with a strong tail wind, and a chance of thunderstorms in the evening which might add a considerable extra distance. The task for the day of "free distance" meant that one had no problem except to decide on the earliest time at which it would be safe to get started. The forecast had indicated that thermals of a sufficient size might develop by 10.30 or so, so I was not worried when I found myself ready for first take-off at 10.45, despite the failure of any cumulus clouds to appear.

My estimate of the possibility of a very long flight had led me to make a goal declaration of Portmoak, the fine new site of the Scottish Gliding Union on the south-east corner of Loch Leven. This somewhat optimistic declaration had no significance as far as the competition went, since, in a free distance task, there are no bonus points for declaring one's goal. I had therefore chosen Portmoak as being the ultimate possibility, rather than with any thought of there being a reasonable likelihood of getting there.

As soon as I was airborne it became apparent that I had considerably over-estimated conditions, and in fact within half an hour I was forced to land back at Lasham. As I landed I saw Deane-Drummond slowly creeping up in a weak thermal and setting off, so immediately after landing I got a new take-off time and was towed off again. Half an hour later I was back on the ground again, with my morale at an extremely low level, as I was convinced that several others who had already left would be far ahead of me.

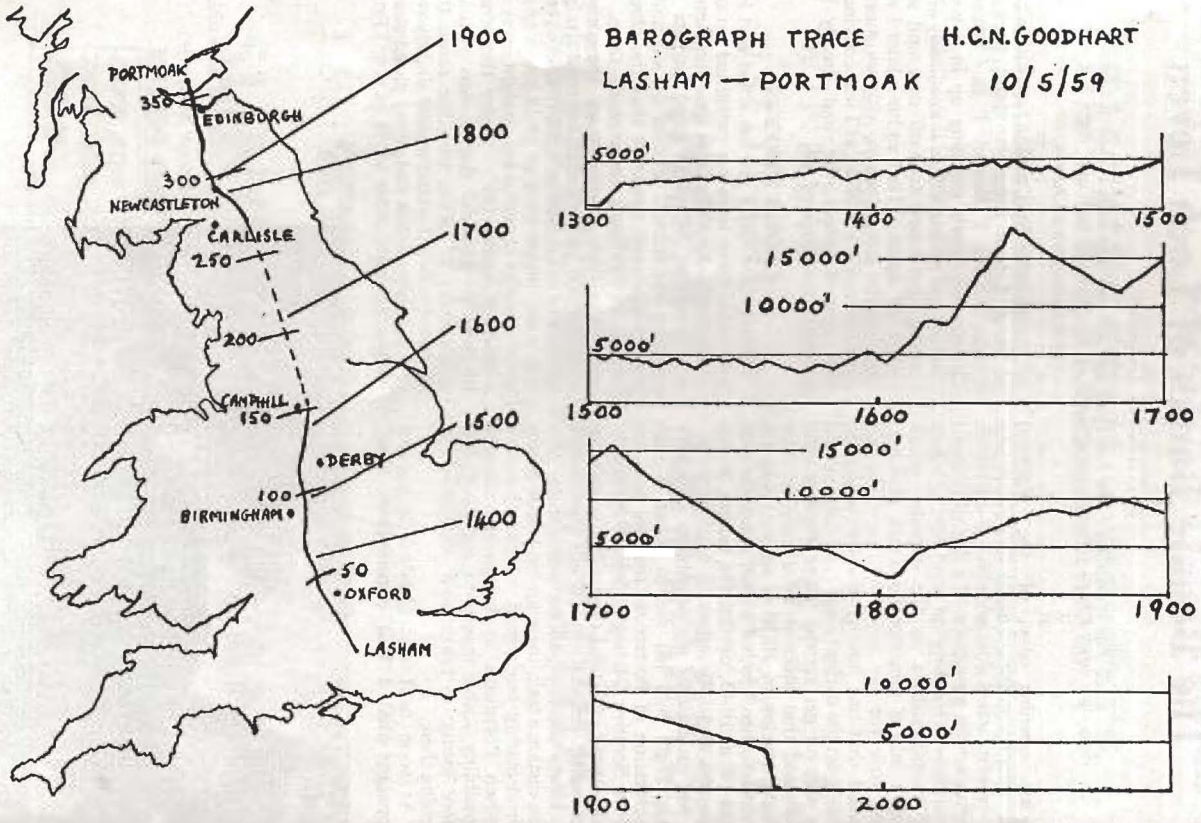
CLOUD STREETS

Finally at 13.03 I got my third and last tow (only three tows are permitted on one competition day). But this time the picture was entirely different, good streets of cumulus had formed all over the sky and it was immediately apparent that the clouds had good thermals underneath them. I released a mile south-east of the airfield in 300 or 400 f.p.m. and was carried straight up to near cloud base at 3,000 ft. a.s.l. There was a south-east wind of 15-18 knots and a good street of cumulus led straight away on a track of about 330°. Under this street, lift was so plentiful that it was virtually unnecessary to circle, with the result that 40 minutes later I found myself slightly west of Kidlington at the end of my cloud street, having averaged close to 70 m.p.h. From



". . . one has no problem except to decide . . ."

(*Photo by Jill Walker*)


BAROGRAPH TRACE
H.C.N. GOODHART
LASHAM — PORTMOAK
10/5/59
PORTMOAK
350
EDINBURGH
300
NEWCASTLETON
CARLISLE
250
200
CANPHILL
150
DERBY
100
BIRMINGHAM
50
OXFORD
LASHAM
1900
1800
1700
1600
1500
1400
5000'
1300
1400
1500
15000'
10000'
5000'
1500
1600
1700
15000'
10000'
5000'
1700
1800
1900
10000'
5000'
1900
2000

here on, cloud streets were less well defined and it became necessary to step from cloud to cloud. However, cloud base was steadily rising and reached 5,000 ft. during the next phase of the flight, which involved flying through the Birmingham Control Zone and Amber 1. In these areas the cumulus had built up to quite considerable heights and it was tantalizing indeed to have to break off the climb under several promising clouds. However, there were no serious low points and I was able to keep going, albeit at a much slower speed since I was now trying to make ground towards the east in order to ensure that I went up the east side of the Pennines.

CU-NIM

By 16.00 I was just by Chesterfield and came to my first chance to enter cloud, getting a rather slow climb to 7,500 ft. Coming out of this cloud I was immediately presented with a good growing cu-nim, but was above the base and had to enter it from the side; below me David Ince's red and white Oly 419 stood out clearly as he headed for the same cloud. Despite my entering from the side, I was soon able to find a core of lift which quickly built up to over 2,000 ft. a minute. This was quite the roughest cloud I have ever been in; the turbulence was such that I was convinced that I must be on the edge of the main lift area, but no amount of searching would show smooth lift but only succeeded in producing temporary interruptions in the climb.

Soon after passing 10,000 ft. I realised that the climb might go quite high, so fished out my oxygen mask and turned on the oxygen. Fortunately the mask is easy to put on, so even in the extreme turbulence I was soon sorted out and giving full attention to the climb; but after a quarter of an hour and at 18,000 ft. I could find no more lift, so straightened up on a northerly heading to come out of the cloud. It was at this point that I received a very severe shock through both feet where they were resting against the rudder cables, although in fact I had not seen much lightning. Soon I came out of the side of the cloud and was in clear air. However, the ground was quite invisible through the murk below, and a huge anvil spreading out over my head made everything seem very dark and uncheerful. When I finally got enough of the canopy clear of ice to be able to see out properly, I could see that there was a very considerable load of wing icing of a most interesting but incredibly unaerodynamic shape, and if my instruments were right I was only getting a still-air gliding ratio of something like 1 in 14. One wonders under such circumstance what on earth is the best speed to fly.

Now that I could see a little bit, I realised that there was another band of cumulus 20 miles or so ahead, and I was able to enter this at just over 10,000 ft. and get carried back to 15,500. On coming out of this cloud it was apparent that there was nothing further in the way of clouds out in front. The ground was still hidden in a layer of misty haze and the question arose as to which way to steer. I had not bothered to get any high-altitude wind forecasts for this area, and it was over an hour since I had last seen the ground. For want of a better course I headed due north, and slowly as I got lower I began to be able to see something through the haze. At first I got the somewhat discouraging impression that I was over the sea, but luckily this was not so, and by the time I was down to 8,000 ft. I could make out that I was over moorland; and at about this height I was glad to say good-bye to the ice, which was so seriously affecting my performance. About 20 feet of this ice came off the port wing in one piece and I saw it sailing away behind me. A 20-foot ice spear may have come as rather a surprise to some enthusiastic moor walker.

At 4,500 ft. I succeeded in identifying my position over a railway line 20 miles east of Carlisle, and at this point was surprised to find very weak lift at about 50 ft. per minute.

WAVES

This lift was clearly of wave type, and by heading just south of east I was able to keep in it and gain about 500 ft. However, try as I could, I could gain no more and so was forced to set off again on what was clearly a final glide. Purely by chance, and trying to stretch my final glide to the limit, I happened into the valley which carries the Carlisle to Edinburgh railway just north of a place called Newcastleton. The ground wind was obviously very strong from a point just south of east, and I was busily engaged in selecting myself a safe landing field when suddenly I found good lift on a windward-facing slope, the characteristic smoothness of which clearly indicated that it was of wave type.

Quickly forgetting all thought of landing,

I started working this wave lift and for a while was actually getting 1,000 ft. per minute out of it. By continuous trial and error I kept in the area of maximum lift, and to my intense surprise in some three-quarters of an hour I managed to reach 10,000 ft. Barring unforeseen circumstance, this was clearly enough to reach Portmoak, so I set off heading considerably east of north, and by taking advantage of a few minor waves I found myself crossing Edinburgh at 6,000 ft. Portmoak was obviously in the bag, but there was one major problem. I had never been there before and the site was not marked on my map. I had a reasonably strong conviction that it lay at the south-east corner of Loch Leven, but what it looked like I had no idea. I was therefore extremely glad of my excess altitude, knowing that I would have time to explore a little to find it. In the event, this problem was easily solved as the field was very obvious indeed, due to the cable-retrieving tracks running the length of it and the hangar in the corner.

With 4,000 ft. to go, I could of course have gone on and scored more miles towards the competition. However, a quick look at the low stratus already covering the hilltops made me unenthusiastic about pressing on into the Scottish hinterland, and anyway I was miserably cold and tired, so without a second thought I pulled the dive brakes and rushed down to land. The ground wind at Portmoak was strong and a touch north of east, so I might not have got so very much farther anyway. After landing I did not dare get out on account of the strong wind until help came, but of course I was soon surrounded by a cheerful crowd of Scottish Gliding Unionists, into whose wonderfully hospitable hands I was delighted to fall.



(*Photo by Jill Walker*)

"So much then for my story . . ."

So much then for my story, but that is not the whole tale by a long chalk. There should be another complete chapter covering the marathon 36-hour retrieve by Bill Swift and Sammy Sansom, but if you want that story you will have to ask one of them for it.

STATISTICS:

Air Distance	360 miles
Average speed	56.4 m.p.h.
Total road distance ..	960 miles
Petrol used	69 gallons
Water used	15 buckets

(we were having a little radiator cap trouble)

RECORDS:

British distance
British goal
U.K. distance
U.K. goal
U.K. 500-km. speed record.

ACKNOWLEDGEMENTS

IN addition to those mentioned in the Championship programme (included in June issue, p. iii), donations and other help from the following are gratefully acknowledged:—

Courage & Barclay Brewery.
Manchester House, Odiham.
"The Aeroplane & Astronautics".
"Flight".
Crown Agents Gliding Club.
Lambretta Ltd.
Raymond Way & Co. Ltd.
Sundeala Hardboard Ltd.
British European Airways Ltd.
Capt. R. A. Young.
The Society of Model Aircraft Engineers.

YVONNE BONHAM



READERS of SAILPLANE & GLIDING will have seen, from the advertisement which there was just time to insert in our last issue, that Yvonne Bonham has relinquished her post as Secretary of the British Gliding Association. She left us in July—we hope it will be a boy. Or do we? For a few more Yvonnes in the world would make it a better place.

She joined the B.G.A. as junior in 1949, whilst Bob Clowes was Secretary, and a few weeks later Alex Kinloch (now Alex Orde) took over from Bob. Five years later, when Alex left to get married, Yvonne in turn became Secretary, and held this office for the same period.

Under the control of these two remarkable ladies the B.G.A. has grown and flourished to a degree which, ten years ago, would have been thought literally incredible. I have no hesitation in saying that there is no other central gliding body anywhere in the world which carries out anything like its wide spread of function, which attracts such loyalty and devoted work from its adherents, which carries such authority with Ministries and associate bodies, and which binds together with the cement of voluntarily imposed self-discipline the Clubs which control it. And all this it carries out at negligible cost to its members.

This has only been possible because of the blazing sincerity, integrity and enthusiasm of, first, Alex Orde and then Yvonne Bonham. Any suspicion of partiality or self-interest within the Secretariat, or even of incompetence, would have made the Association's success impossible.

The B.G.A. will of course always be subject to criticism—at least, I hope it will, because criticism is the sign of passionate interest. And there are always problems facing us to which there are several possible answers, so that whichever is selected may be criticised, and sometimes we may even be wrong! But I have not in the past ten years seen any serious criticism of the Secretariat, and anyone who has seen the conditions they work in, the pressure of work in one small room with four ladies and a multitude of visitors, the variety of matters coming up for attention all at once, will marvel at what has been done.

In our advertisement calling for her successor, we said that the Secretaryship of the B.G.A. is not only a job, it is a way of life. A better word might be "vocation", for it is a job which either the holder will find quite impossible to do, or all-absorbing. Hours of work don't exist, for committee meetings may go on until ten at night; and Yvonne also found time to do a tremendous amount for the Kronfeld Club, which now forms such a vital social focus for gliding enthusiasts of all countries visiting London. Everyone who has worked for her and with her has found it fun.

Anthea Russell has now taken over from Yvonne. I can say nothing better than that we believe we are going to be three times lucky.

From all of us in British and in International Gliding, and from all those even larger number of people who wish us well—thank you, Yvonne, you will be welcome at any time at every gliding club in the world—come and see us whenever you can.

PHILIP WILLS.

National Championship Results

League 1

Final Place	Pilot or Pilots	Contest Day 1	2	3	4	5	6	Final Points	Comp. No.	Sailplane	Entrant
1.	G. H. Stephenson	42	94	96	99	69	90	490	8	Skylark 3	E. J. Furlong & Partners.
2.	H. C. N. Goodhart	100	88	34	85	73	95	475	6	Skylark 3	H. C. N. Goodhart & Partners.
3.	D. H. G. Ince	67	93	39	93	84	76	452	75	Olympia 419x	Elliotts of Newbury Ltd.
4.	F. G. Irving W. N. Tonkyn	48	88	35	85	100	82	438	66	Skylark 3	F. G. Irving & Partners
5.	D. L. Martlew Anne Burns	77	78	16	87	73	80	411	19	Skylark 3	D. O. Burns & Partners
6.	G. E. Burton	46	83	35	94	65	81	404	67	Skylark 3	C. J. Walker & Partners
7.	A. D. Piggott	40	36	34	82	100	95	387	90	Olympia 403	Elliotts of Newbury Ltd.
8.	A. Gough	26	95	31	70	54	100	376	86	Olympia 419	Royal Air Force G.S.A.
9.	J. S. Williamson	7	85	35	84	77	75	363	89	Olympia 401	Royal Air Force G.S.A.
10.	A. J. Deane-Drummond	18	100	39	14	80	100	351	72	Olympia 419	Army Gliding Association
11.	C. A. P. Ellis	50	21	32	95	60	82	340	9	Skylark 3	London Gliding Club.
12.	D. M. Kaye	57	27	11	90	70	70	325	60	T-42b	D. M. Kaye & Partners.
13.	K. C. Fitzroy	65	30	36	80	74	39	324	73	Skylark 3	Royal Air Force G.S.A.
14.	N. W. Kearon	25	73	26	80	83	30	317	16	Skylark 3	Royal Air Force G.S.A.
15.=	W. A. H. Kahn	44	36	15	77	70	73	315	4	T-42b	W. A. H. Kahn & Partners.
15.=	G. A. J. Goodhart	12	36	35	69	82	81	315	100	Br. 905 Fauvette	Bréguet Ltd.
17.	D. D. Carrow	14	37	27	85	77	69	309	20	Skylark 3	D. R. Clayton & Partners.
18.	A. H. Warminger	—	79	33	70	48	73	303	44	Skylark 3	A. H. Warminger.
19.	D. A. Smith	—	38	34	89	72	70	293	42	Skylark 3	D. A. Smith.
20.	L. Welch	20	12	34	100	64	37	267	11	T-42b	M. D. Laurie & Partners.
21.	D. B. James	57	24	33	87	39	15	255	35	Skylark 2	Surrey Gliding Club.

22.	P. J. Neilson G. Wass M. Wilson	18	4	11	84	45	71	233	101	Skylark 3	Handley Page Gliding Club.
23.	A. Coulson	1	10	32	87	83	7	220	3	Skylark 3	A. Coulson.
24.	R. Rutherford	1	20	12	76	49	40	198	41	Skylark 2	P. A. Macnaghton & Partners.
25.	C. Green	5	32	6	38	71	38	190	18	Skylark 2	G. Benson & Partners
26.	P. R. Hampton D. Scallon J. H. Holder	54	15	2	73	30	12	186	49	Skylark 2	P. R. Hampton & Partners.
27.	P. Scott P. Collier	48	38	17	0	42	37	182	10	T-42b	P. Scott.
28.	B. Thomas J. Tweedy	1	28	15	18	81	5	148	71	Sky	J. Tweedy & Partners.
29.	A. T. Morgan D. W. Stowe	36	39	0	4	51	0	130	81	Skylark 2	R. I. Clarke & Partners.
30.	J. L. Bayley	—	22	3	72	9	16	122	74	T-42b	Royal Air Force G.S.A.
31.	P. Minton B. J. Davey	6	72	12	21	0	0	111	15	Skylark 2	Imperial College Gliding Club.
32.	J. M. Hands C. W. Bentson	4	28	0	23	6	40	101	64	Sky	London Gliding Club.
33.	J. R. Jeffries M. P. Garrod	20	9	12	5	46	0	92	91	Jaskolka	J. R. Jeffries.
34.	H. R. Dimock	—	28	0	—	22	30	80	32	Sky	H. R. Dimock & Partners.

NOTE: P. A. Wills (Competition No. 1, Skylark 3) scored 74, 39 and 100 points respectively on the first three tasks, after which he left to take part in the Netherlands National Championships.

LIST OF TASKS

League 1

1.—10th May: Free Distance.
2.—12th May: Out-and-Return Race, Kidlington and back.
3.—13th May: Goal Race to Long Mynd.
4.—14th May: Triangular Race, Lasham-Thruxton-Welford-Lasham.
5.—15th May: Distance along a line through Trevose Head.
6.—16th May: Out-and-Return Race, Oldbury Castle and back.

League 2

1.—10th May: Free Distance.
2.—11th May: Goal Race to Edgehill; task not completed.
3.—12th May: Distance along a line through Trevose Head.
4.—13th May: Pilot-selected Goal.
5.—14th May: Goal Race, Lasham-Thruxton-Tarrant Rushton.
6.—15th May: Out-and-Return Race, Thruxton and back.
7. —16th May: Free Distance.

League 2

Final Place	Pilot or Pilots	Contest Day 1	2	3	4	5	6	7	Final Points	Comp. No.	Sailplane	Entrant
1.	B. Masters Rika Harwood H. Mettam	97	75	(24)	100	37	90	65	464	65	Skylark 3.	R. Harwood & Partners.
2.	J. D. Jones A. O. Sutcliffe	96	(7)	19	75	38	57	72	357	78	Skylark 2	Bristol Gliding Club.
3.	R. C. Stafford-Allen	42	82	(0)	0	82	76	64	346	92	Olympia 2	J. M. Butt & Partners.
4.	K. W. Blake J. B. Jefferson A. H. Baynes	(—)	24	12	71	100	69	63	339	37	Skylark 3	B. Thomas & Partners.
5.=	G. S. Neumann T. G. Phillips G. R. Whitfield	(9)	11	83	43	79	64	54	334	56	Skylark 2	Cambridge University G.C.
5.=	G. A. Coatesworth	51	(—)	100	41	40	36	66	334	121	Meise	2nd T.A.F. G.S.A.
7.	D. F. Holding R. Brett-Knowles	45	76	(0)	34	35	59	63	312	105	Skylark 2	Royal Naval G.S.A.
8.	D. M. R. Riddell M. C. Fairman	16	52	(0)	46	84	53	44	295	76	Meise	D. M. R. Riddell & Partners.
9.	I. Paul	(—)	94	3	10	34	64	88	293	2	Skylark 2	L. G. Kiloh & Partners.
10.	R. Marshall	(—)	100	0	36	75	36	43	290	93	Olympia	Southdown Gliding Club.
11.	J. Croshaw	90	(—)	53	51	12	11	66	283	29	Gull IV	Royal Air Force G.S.A.
12.	K. R. Aldridge	(—)	—	70	11	29	100	68	278	97	T-42b	F.A.O. Gaze & Partners.
13.	G. H. Lee A. W. F. Erskine	82	10	(0)	34	35	31	65	257	40	Olympia	G. H. Nixon & Partners.
14.	C. P. A. Jeffery P. C. Dirs	42	(—)	0	69	69	15	61	256	61	Olympia	London Gliding Club.
15.	J. Westhorpe S. R. Dodd	26	(—)	0	69	88	55	13	251	62	Skylark 2	London Gliding Club.
16.	P. Williams D. C. Kerridge	12	43	(0)	51	0	78	65	249	69	Olympia	Surrey Gliding Club.
17.	V. C. Carr	(—)	52	3	54	19	53	64	245	108	Olympia	V. C. Carr & Partners.
18.	G. T. Collins	(—)	13	77	41	40	22	48	241	103	Olympia	J. W. E. Berry & Partners.
19.	E. G. Shephard	12	20	(0)	36	38	68	65	239	12	Skylark 2.	Army Gliding Association.
20.	K. Newholm F. Allen	(—)	8	0	44	33	51	100	236	28	Olympia 2	Royal Air Force G.S.A.
21.	E. Stark	100	14	(0)	14	0	38	64	230	63	Skylark 2	Army Gliding Association.

22.	K. R. Brown	(—)			0			65				
	E. J. Chubb		38			40						
	D. W. Corrick			0			82		225	33	Skylark 2	R. H. Perrott & Partners.
23.	J. V. Inglesby	(—)	—	23	46	32	62	60	223	7	Olympia	J. Inglesby.
24.	R. I. Tarver	(—)	—	0	35	79	54	51	219	48	Olympia	H. N. Gregg & Partners.
25.	C. Dorman		(—)		39			9				
	D. J. Corbett	19		0		76	72		215	58	T-42b	Army Gliding Association.
26.	E. T. Ware	34		78				68				
	W. Longley		(—)		6		15					
	—. Webb					4			205	87	Olympia 2	Royal Air Force G.S.A.
27.	D. G. Goddard	(—)		0		30	86	65				
	J. E. G. Harwood		—		9				190	80	Swallow	Crown Agents Gliding Club.
28.	R. A. E. Dunn	(—)	—		24			69				
	N. Maygothling		—	0		27						
	W. D. Campion						60		180	26	Olympia 2	Royal Air Force G.S.A.
29.	P. G. Burgess	(—)	33	0	41	0	15	72	161	120	Skylark 2b	Slingsby Sailplanes/Ghana G.A.
30.	R. B. Swift	(—)				35		58				
	M. Randle		11		44							
	B. R. Wright			0			11		159	106	Olympia	Midland Gliding Club.
31.	F. W. L. Sheperd	(—)		17	11	30		73				
	T. G. W. Potts		14				11		156	52	Skylark 2	Army Gliding Association.
32.	G. A. Thomson	(—)		31		25		55				
	O. W. Neumark		—		11		24		146	84	Olympia	Derbyshire and Lancashire G.C.
33.	R. T. Willbie	(—)		0		13		28				
	D. C. Snodgrass		38		0		59		138	68	Skylark 3	R. T. Willbie & Partners.
34.	A. W. Doughty	36		0		25		51				
	E. Westman		(—)		0		11		123	53	Kite II	A. W. Doughty & Partners.
35.	R. P. Hubble	2			31			29				
	K. O'Riley		(—)				0					
	R. Parkinson			0		40			102	102	Olympia	Kent Gliding Club.
36.	B. Lastowski	(—)	—	0	36	—	13	52	101	39	Olympia	Polish Air Forces Assoc. G.C.
37.	H. Doktor	(—)		0		17	6	47				
	R. A. Hellewell		—		0				64	94	Swallow	Yorkshire Gliding Club.
38.	K. Bishop	38		0		9		0				
	G. R. Hearsey		(—)		15		0		62	14	Olympia 1	Bristol Gliding Club.
39.	R. C. Pick	(—)		0	0			3				
	S. Morison		—			0	35		38	98	Swallow	Yorkshire Soaring Syndicate.
40.	D. Cunningham	9		0		12		7				
	P. Bethelsen		(—)		0		4		32	104	T-21b	Coventry Gliding Club.
41.	J. C. Riddell	(—)	—	0	0	0	18	11	29	45	Skylark 1	J. C. Riddell & Partner.
—.	E. W. Clarke	2	—	—	—	—	—	—	—	117	Kranich	Royal Air Force G.S.A

NOTE: Figures in brackets indicate the lowest daily score, which is not reckoned in the final totals.

THE NATIONAL GLIDING CHAMPIONSHIPS, LASHAM
9th to 18th May, 1959

NOTE—*We are indebted to Mr. C. E. Wallington, chief meteorologist at the Championships, for the daily weather charts and accompanying notes on each day's weather included in this report.*

DURING the Competitions, the number of miles covered on flights which actually scored points was:—

League 1	..	..	16,994 miles
League 2	..	..	11,828 miles
Total	..	..	28,822 miles

If we add flights which covered less than the minimum distance required to score, and assume that they averaged half this distance, the total comes out at 29,534 miles. Adding in cross-countries from which pilots returned for another launch, and a few flights made by competitors *hors concours*, the total must be well over 30,000 miles.

The total for the 1957 Championships was 27,133 miles.

Saturday, 9th May

DISPLAYS of glider aerobatics and parachuting kept everyone entertained until the Opening Ceremony at 5 p.m., which was performed by Peter Masefield. He said it was heart-warming to see the old gliding atmosphere, and that he felt tempted to give up the few hours he now gives to industry, so that he might take up gliding. The Glider Trade Fair, whose success he referred to, is described in a separate article.



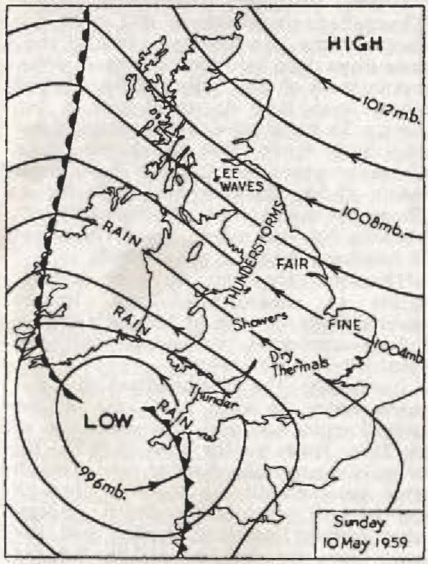
Peter Masefield (extreme right) shares Ann's joke with Philip Wills and Lorne Welch.
(Photo by Sally Anne Thompson)

Sunday, 10th May

LEAGUE 1: Free Distance
LEAGUE 2: Free Distance

It was not Ann Welch's warning of foot-and-mouth disease 2 miles to the south, but a south-easterly wind combined with Wallington's warning of cloudy weather to the west, which caused practically all flights to be made within a narrow angle between N.N.W. and N. But out of the west in the afternoon came huge cu-nims and thunderstorms to help those who could contact them; in fact, the premonitary "turret" clouds could be seen from Lasham over the western horizon as early as 8 a.m.

Nick Goodhart had first launch at 10.30, but he eventually needed all his three permitted launches before getting away on the outstanding flight of the whole meeting. From about 11.15 onwards a few machines at a time could be seen slowly climbing while others were landing back. Not till 11.50 did a few small cumulus clouds appear along the horizon, and when one formed over the airfield at 12.25, Wills decided it was time for a try. But it was still too soon, although by that time several pilots, including such experts as Deane-Drummond and Tony Goodhart, had already thought it safe to leave the site, only to land a few miles away and be retrieved for another start. Exceptions were Westhorpe of League 2, with 60 miles to a landing as early as 13.14 near Banbury, and Kaye, who got off at 11.30 on a flight to Lancashire.



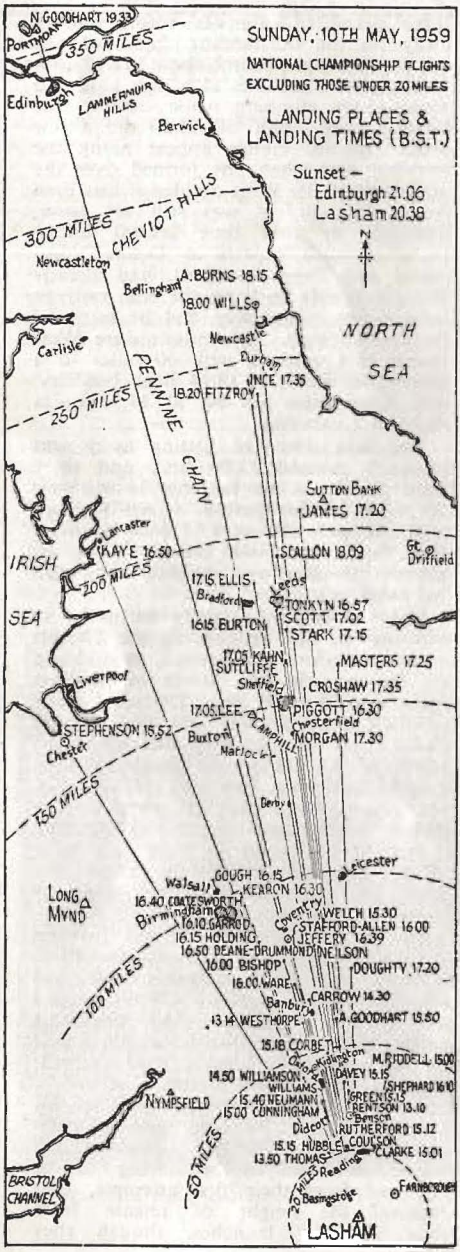
SUNDAY, 10TH MAY—*With a depression centred just south of Ireland, the pressure pattern over the British Isles produced S.E.ly winds over most of the country. Variations of stability and moisture content in the airstream produced convection phenomena ranging from dry thermals under almost cloudless skies in S.E. England to heavy thunderstorms in northwestern districts, while further to the north both wind and stability characteristics of the airstream favoured the formation of lee waves.*

The best time for getting away was evidently around 13.00 hrs., and there were practically no landings in the first 20 miles in that period, except for two at 12.45 and one at 1.15 (not counting Dan Smith who was brought down by aileron trouble and slightly damaged his machine).

This group was equally fortunate in crossing the next section, up the Thames valley to Oxford and beyond, as is shown on the map by the dearth of landings there around 14.00 hrs. The main cause of their good fortune was an immense cloud street 60 miles long stretching from south of Didcot up to Banbury, then Leamington, then Coventry. In the latter region there was a corresponding dearth of landings around 15.00 hrs.

Peter Scott seems to have met most of the long-distance people under this street, but not before he had been reduced to slope-soaring in Goring Gap, where the Thames cuts through between the Chilterns on one side and the Berkshire Downs on the other. He had left Lasham with Ellis; Wills passed over him at Goring; Nick Goodhart caught him up at Didcot and got ahead of him and Doc. James over Oxford; later he was to meet others.

All this good going did not last for later comers. Neither Deane-Drummond nor Tony Goodhart, whose second starts were delayed by having to be retrieved from their first attempts, ever regained the height of release from their aero-tow launches, though they



"scraped" for 81 and 62 miles respectively; Tony G. said he had to do oval "circles" in thermals with their long axis parellel to the wind. This almost couples up with Neilson's finding of thermals in streets, but others found them chaotic: Kearon could not centre in them because the "centre" kept shifting, and Green found "hardly one consistent thermal". Wind-shadow thermals from the Chilterns were used by Corbet and Ibberson in their T-42.

We now proceed to Birmingham, where a huge thunderstorm sat for some hours in the middle of the control zone, to the frustration of all who passed that way. Nearly all of them passed it to the east, but Stephenson, who had made a rather early and sticky start from Lasham in "blue" thermals, passed west of the Birmingham thunderstorm and made for another one further on. Inside this, three times did a lightning flash shoot down just in front of him, although he changed course each time to avoid getting any more. So he left the cloud, consulted his map and found that Hawarden, near Chester, was the furthest aerodrome within gliding distance, and made for it. There he saw a mass of thunderstorms blocking the way along the Welsh coast to Anglesey, putting it out of reach.

This was the first of seven contest flights in which Stephenson, though never coming out top in the day's marks, did so consistently well as to finish up eventually as Champion.

Eventually the Birmingham thunderstorm began to shift north out of the control zone, and was then made use of by Doc. James to the tune of 9,500 ft., while Coatesworth, Kearon and Gough tried unsuccessfully to reach it through the dead air which surrounded it. Somewhat earlier, Scott and Tonkyn had got away from the sink by making for the nearest sunlight east of Coventry, where Scott was so low as to hold up a croquet match.

From the industrial district around Birmingham to that around Sheffield there is a blank space on the map where nobody came down. What kept them up? Isolated cumulus clouds according to Nick Goodhart; thermals from opencast coal mines according to Peter Scott, who was joined in one near Derby by Kahn and Scallon. From the landing

times on the map it will be seen that the 100-mile circle had to be reached before 16.00 hrs. if the gap between it and the 150-mile circle was to be crossed; in fact, by this time James, Ince and Nick Goodhart were across it into the Chesterfield-Camphill region, James having been down to 500 ft. above ground at Matlock.

Only in this region, where the Peak District hills begin, did many people start picking up cu-nims. Doc. James reports that they were arranged in streets or "families" with 20-mile gaps between; the second family was over Camphill, there were two more to the north of it, and after that none. He reached 11,500 ft. in his. Ince went to 10,500 ft. in the "forward turrets" of one; Nick Goodhart had already gone into the side of it and rose to 18,000 ft., afterwards crossing a 20-mile gap to another one which gave him 15.000 ft. Anne Burns started her cloud-climbs earlier and reached successively 7,000, 12,000, 9,000 and finally 18,400 ft. (see barograph chart accompanying her article); these four ascents and the subsequent glides down accounted for 230 of her 281 miles. And Philip Wills capped the lot with 21,000 ft., at which height his oxygen "balloon" fell off and he had to mend it in violent turbulence; as a result of this he beat across wind and fell behind Nick Goodhart, but nevertheless made third best distance.

Landings in southern Yorkshire were mostly made by pilots who apparently missed contacting any cu-nims; possibly they (the cu-nims) were growing old by then. After this group of landings there comes another conspicuous gap on the map, between 200 and 250 miles out, but it had a different cause from the first one. The people who crossed this second gap did so while making laminar-flow glides down from their previous high climbs in cu-nims.

Some of the pilots were affected by the Sea Breeze for good or ill. Sixty miles inland, Peter Scott, after his last good lift over Sheffield, found an east wind and everything went flat till he was down to 400 ft. and encountered a little puff over Leeds outskirts; Tonkyn landed near by in the same east wind though thunderstorms were approaching from the west. It was quite strong where James landed west of Thirsk, 30 miles inland. North of this, Wills flew for miles at 5,000 ft. above the main railway line, he thinks along a sea-breeze front. Over on the west coast, Kaye and Hollingsworth in their T-42 saw a sea-breeze front down below, marked by clouds 10 miles inland.

One last variety of lift, that of waves, was used by Nick Goodhart; Anne Burns caught a suspicion of it before landing and Wills saw an enormous wave-like shelf of cloud at about 30,000 ft. near his cu-nim.

Goodhart's "great circle" course, worked out subsequently, was 358.79 miles.

The tugs set up a record of 153 launches in one day, beating the previous record of 120 achieved at the 1956 World Championships in France; and it was claimed that, with 17 of them in use, they kept up an average rate of one per 28 seconds for over an hour. There were in all 12 Tiger Moths, 2 Messengers, 1 Prentice (and a spare), and 4 R.A.F. Chipmunks.

League 1, Longest Flights.

Pilot	*Landing*	*Miles*
N. Goodhart	Portmoak	359
A. Burns	Bellingham	281
Wills	Newcastle	270
Ince	Crook	248
Fitzroy	Bishop Auckland	242
James	Topcliffe	212
Kaye	Lancaster	212
Scallon	Harrogate	202
Ellis	Guiseley	190
Tonkyn	Leeds	184
Scott	Leeds	183
Burton	Dewsbury	176
Kahn	Barnsley	168
Stephenson	Hawarden	162
Piggott	Sheffield	157
Morgan	Chesterfield	142
Gough	Walsall	108
Kearon	Sutton Coldfield	105

Total of scoring flights, 3,661 miles

League 2. Longest Flights.

Stark	Wakefield	174
Masters	Doncaster	169
Sutcliffe	Barnsley	168
Croshaw	Rotherham	159
Lee	Buxton	146
Coatesworth	Birmingham	99
Holding	Warwick	89
Stafford-Allen	Baginton	84
Jeffery	Baginton	84
Bishop	Leamington	79
Doughty	Weedon	75
Ware	Gaydon	73

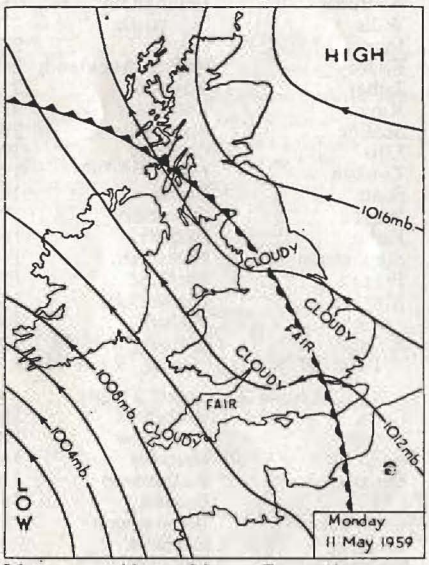
Total of scoring flights, 1,744 miles.

Monday, 11th May

LEAGUE 2: Race to Edgehill, 66 miles. With patches of high cloud and few cumulus, the going was difficult, and none of Leaque 2 reached the goal, which was to the N.N.W. Ray Marshall in the Southdown Olympia got furthest with 52.3 (projected) miles, and Ian Paul, from Newcastle, only got one good 10 ft./sec. thermal at Reading, the rest being too scrappy to circle in, though he made 50.3 miles. Stafford-Allen went 46.5 and Brett-Knowles 44.4.

Pilots had been warned of London murk drifting from E.S.E., and sure enough Rika Harwood, after navigating well to Didcot, ran into it there and was drifted by it off course to South Cerney; her 51 miles became 44.1 when projected and earned 75 points — enough to put the Skylark 3 into top place, which it retained to the end of the meeting.

LEAGUE 1, who had no task as many of them were not yet back after Sunday's flights, were allowed to enter the race unofficially, and Warminger had a go—



MONDAY, 11TH MAY—*Convection was deep enough to produce some cumulus, but under the patches of medium and high cloud associated with an ill defined, almost stationary front, thermals were rather weak.*

a successful one, in his Skylark 3. He had a hard struggle to Oxford, went into cloud soon afterwards at Woodstock, came out over Chipping Norton, had to search for Edgehill while trying to keep up under an overcast, and arrived there with 6,500 ft. at 17.11 after 2 hrs. 4 mins. flying.

Stuart Morrison, who fell among the Americans at Greenham Common, found himself surrounded within seconds by five truckloads of armed guards.

Leading Totals, 11th May, League 2.

R. Harwood,		Stark	114
Masters &		Sutcliffe	
Mettam	172	& Jones	103
Stafford-		Marshall	100
Allen	124	Paul	94
Brett-Knowles		Lee &	
& Holding	121	Erskine	92

Total of scoring flights, 682.9 miles.

Tuesday, 12th May

LEAGUE 1: Race to Kidlington and back.
LEAGUE 2: Distance along a line through Trevose Head (nr. Padstow, N. Cornwall).

On the way to Kidlington, 47 miles to the N.N.W., across a light N.E. wind, many LEAGUE 1 pilots found the going easy with the help of cumulus. But on the way back, several found themselves confronted by a line of thunderstorms moving in from the south coast with the sea breeze, which was lifting the land air above condensation level and causing a terrific release of latent heat as the clouds grew into great congested masses, as could be seen from Lasham from 3 p.m. onwards.

Expert calculations on the heights from which to make the final glide-in were brought to nought by large areas of down-current due to thunderstorms around Basingstoke. Sink of 17 ft./sec. was encountered there by Tony Goodhart and 20 ft./sec. by Peter Scott. Among others who were thus brought down within a few miles of the finish were Wills, Morgan, Dan Smith, Carrow, Kahn and Piggott.

Twelve pilots completed the course, Tony Deane-Drummond being the winner at 34.5 m.p.h., taking 2 hrs. 43 mins. Other speeds ranged down to Paul Minton's at 25.4 m.p.h. Speed points for these twelve, which were allotted in proportion to the square of the speed, are given below.

League 1, Course Completed.

Pilot	*Sailplane*	*Speed Points*
Deane-Drummond	Olympia 419	60
Gough	Olympia 419	55
Stephenson	Skylark 3	54
Ince	Olympia 419	53
N. Goodhart	Skylark 3	48
Irving	Skylark 3	48
Williamson	Olympia 401	45
Burton	Skylark 3	43
Warminger	Skylark 3	39
Martlew	Skylark 3	38
Kearon	Skylark 3	33
Minton	Skylark 2	32

Total of scoring flights, 2,715 miles.

LEAGUE 2, in spite of a following wind, found their route much less easy than that of League 1. Their best pilot was Coatesworth, who landed on track near Shaftesbury, going 48.9 miles. Whitfield went 62 miles to beyond Frome, more than a third of the way to Trevose Head, but this was so far north of track that it counted for only 44.1 miles.

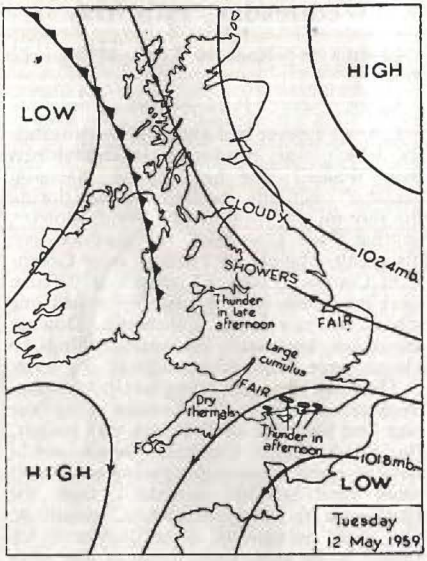
Most, if not all, of the longer flights by League 2 were not done by creeping from thermal to thermal; but by long glides down from great heights inside the huge cumulus build-ups around Lasham. Thus, Coatesworth took his Meise to 12,500 ft.; Whitfield, without oxygen in the Cambridge Skylark 2, broke off a climb at 13,000 ft., ten miles N. of Andover; Ware got 12,500 ft. near Lasham and made for another over Shaftesbury which proved out of reach; Thomson went to 16,400 ft. west of Alton; and Inglesby reached 12,000 ft., got Gold C height, and was severely battered by hail—all these last three in Olympias.

These cu-nim flights were well spread out in time; landing times of the five pilots were, respectively: 15.40, 17.10, 15.45, 16.25 and 17.00.

League 2, Flights Earning Points.

Pilot	*Miles Credited*	*Pilot*	*Miles Credited*
Coatesworth	48.9	Mettam	26.8
Whitfield	44.1	Inglesby	26.6
Ware	42.6	Jones	25.4
Collins	42.3	W. Sheppard	24.9
Aldridge	40	Baynes	23.6
Croshaw	35.4	Paul	20.8
Thomson	29.0	Carr	20.8

Total of scoring flights, 451 miles.



TUESDAY, 12TH MAY—*After a fine and almost cloudless morning over S.E. England, convection cloud developed during the afternoon. By 15.00 B.S.T. cumulus tops were seen to be rising rapidly to between 8,000 and 14,000 ft. and about an hour later thunderstorms (apparently with vertical currents strong enough to cause considerable surface wind fluctuations) developed just inland of the south coast and moved slowly towards the north-west. In the west sea-breeze effects favoured the development of cumulus over Somerset but convection over Cornwall and the western half of Devon was mainly in the form of dry thermals inland.*

Leading Totals, 12th May.

LEAGUE 1.		LEAGUE 2	
N. Goodhart	188	R. Harwood, Masters & Mettam	196
Ince	160	Coatesworth	151
Martlew & A. Burns	155	Croshaw	143
Stephenson	136	Staff.-Allen	124
Irving & Tonkyn	136	Sutcliffe & Jones	122
Burton	129	Brett-Knowles & Holding	121
Gough	121	Stark	114
D-Drummond	118		
Wills	113		

Wednesday, 13th May

LEAGUE 1: Race to Long Mynd, 122 miles.

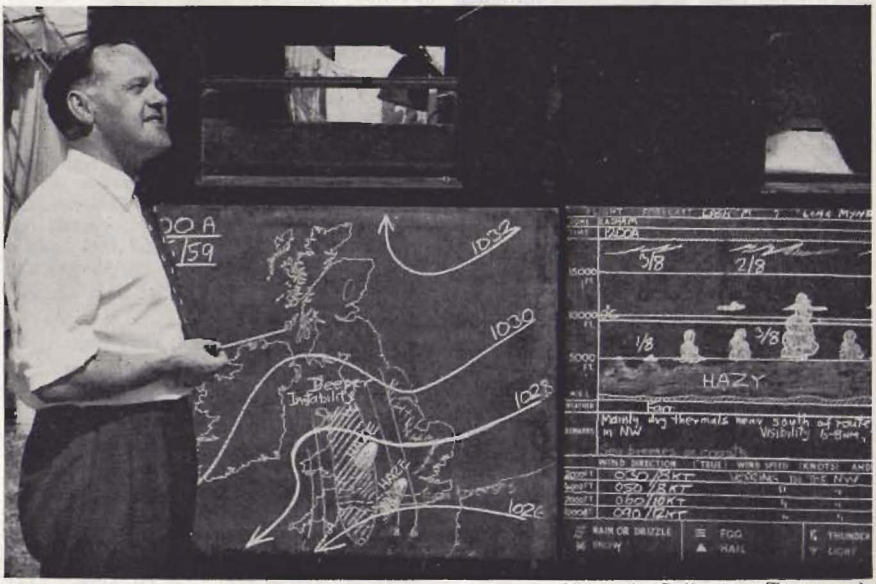
LEAGUE 2: Pilot-selected Goal.

LEAGUE 1 never had a taste of the instability which was producing thunderstorms over Wales; the anticyclonic inversion "ceiling" actually became lower during the day on the route to the Welsh Border, so that Nick Goodhart, for instance, got his greatest height of 5,000 ft. over Greenham Common, only 17 miles out. There were no clouds to help, except for just one which he saw over Lambourn Downs; otherwise, Ince said, the nearest things to clouds were local thickenings of the haze.

Thermals were following text-book rules, Stephenson found: the Thames valley was bad and the Vale of Evesham was useless, but wind-shadow thermals—which would have to come from slopes facing south and west—were reliable, especially over the Cotswolds on the approach to Cheltenham. The only windward slopes to send up thermals, he said, were those of the Malverns.

The best thermals found by Ince were around Fairford, 45 to 50 miles out, near the edge of a shadow cast by an extensive sheet of high cloud stretching away to the west. However, the highest praises in general went to the Cheltenham district, 65 to 70 miles out, where the town was sweltering in the sun, likewise just outside the shadow of the high cloud, and there was quite a large gathering of sailplanes overhead. Here, for instance, Tony Goodhart recovered from only 250 feet above a school sports ground, where he was preparing to join in a hurdling race.

It will be seen from the map that if this region was reached by about 16.00 hrs., all was well thereafter as far as the Shropshire-Herefordshire border, beyond the 100-mile mark. But by the time anyone got as far as that, it was around 18.00 hrs. and the thermals were getting scarce. Stephenson, who had left Lasham at 13.27, arrived early enough at a point 10 miles S. of Ludlow to get "one of the strongest thermals of the day" from a corner in the hills there, and put down at the Long Mynd at 18.01, having taken 4 hrs. 34 mins. Wills left at 13.47 and arrived at 18.19, taking 2 minutes less and therefore winning the day.



(Photo by Sally Anne Thompson)

C. E. Wallington, Chief Meteorologist, forecasts for the route to the Long Mynd.

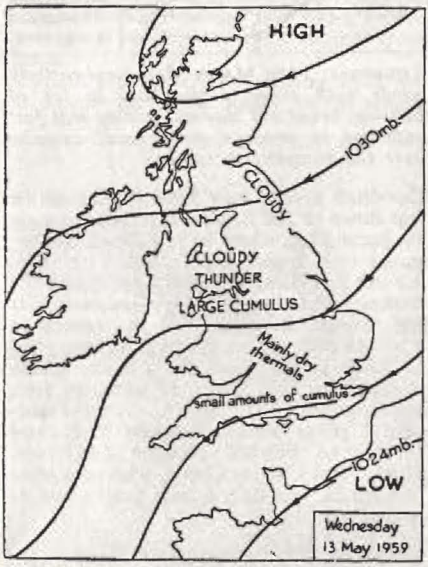
Ince waited over Lasham till he was up to 4,500 ft. before setting off at 14.10. Four hours later he found his last thermal at 1,000 ft. above ground at Tenbury, 6 miles before Ludlow and 19 miles from the goal. It took him to 4,200 ft. a.s.l. and from there he just reached the east face of the Mynd plateau, level with its top, with not enough wind for slope-soaring and only a few last thermal bubbles in which he barely held height. Deane-Drummond was with him there and likewise could not rise above the hilltop, so eventually both sank into a field at the bottom with 2 miles of solid Mynd separating them from the goal.

League 1, Race Completed

Pilot	*Time*	*Speed*
Wills	4h. 32m.	26.9 m.p.h.
Stephenson	4h. 34m.	26.7 m.p.h.

Total of scoring flights, 2,721 miles.

LEAGUE 2, like League 1, approached but failed to reach a thunderstorm region and



WEDNESDAY, 13TH MAY—*In the light E. to S.E. winds over the southern half of England convection was limited to dry thermals and isolated small cumulus clouds. Slight smoke haze from London and Birmingham coupled with sea-breeze effects from the south and east coasts complicated the problem of choosing a goal.*



were confined below the same anticyclonic inversion. The storm was over Dartmoor, towards which the wind took them, and Blake caught sight of it, as well as the Welsh ones, from 4,500 ft. at Yeovil, in spite of the poor visibility. He had to switch on blind-flying instruments inside a sort of "mushroom" of murk between Salisbury and Shaftesbury, no doubt of London origin. He reached a maximum of 5,600 ft. a.s.l.; but his last thermal, at 18.05, gave him only 2,000 ft. and a glide down through air so clear that it must have been a sea breeze.

Few if any other pilots reached Blake's maximum. Ron Dodd had an ingenious "continuously variable sensitivity" variometer, with a sensitivity range of 40 times, and found it just the thing for the weak thermals which were giving an average lift of 2½ ft/sec.

Only six reached their goals. Brian Masters declared for his brother's farm near Wellington and got there, winning the day in League 2 and raising his machine's overall lead to more than 100 points. Other goals were reached by Dirs, Croshaw, Burgess, Collins and Coatesworth.

League 2, Highest Scoring Flights

Pilot	*Landing*	*Miles*
Masters	*Wellington*	96.6
Sutcliffe	Up Ottery	95.0
Blake	Chard	91.0
Dirs	*Yeovil*	72.9
Dodd	Axminster	89.0
Carr	Glastonbury	74.2
Croshaw	*Henstridge*	59.3
Kerridge	Filton	70.7
Fairman	Sherborne	66.2
Inglesby	Sherborne	66.2
Allen	Bishops Caundle	64.1
Randle	Stourminster	63.8
Neumann	Church Farm	63.2
Collins	*Tarrant Rushton*	51.2
Burgess	*Tarrant Rushton*	51.2
Coatesworth	*Tarrant Rushton*	51.2

Goals reached are given in italics.
The order is that of points earned.
Total of scoring flights, 1,857 miles.

Leading Totals, 13th May.

League 1.		League 2.	
Stephenson	232	R. Harwood, Masters & Mettam	296
N. Goodhart	222		
Wills	213	Sutcliffe & Jones	195
Ince	199	Croshaw	194
Irving & Tonkyn	171	Coatesworth	192
A. Burns & Martlew	171	Brett-Knowles & Holding	155
Burton	164	Phillips, Neumann & Whitfield	146
D-Drummond	157		
Gough	152		
Fitzroy	131		

Thursday, 14th May

League 1: Triangular Race via Thruxton and Welford, 70 miles.

League 2: Race to Tarrant Rushton via Thruxton, 57 miles.

Both Leagues kept company for 25 miles westwards to Thruxton, after which League 1 had to turn 115 degrees to the right and League 2 53 degrees to the left.

At the met. briefing "Wally" Wallington was particularly explicit about the thermals, which would be dry, and go no higher than 3,500 ft. a.s.l., so that the sea breeze would not come in very far. He said that some of them would have the character of drifting cells, and the downcurrent in the rear would act as a wedge; consequently they would drift a little slower than the wind.

League 1 mostly found the first leg the most difficult and the second the easiest. Thermals went higher than forecast, Tony



THURSDAY, 14TH MAY—*More light easterly winds with some smoke haze in lee of built-up areas but diurnal heating was just sufficient to produce some small cumulus over the competition routes.*

Goodhart getting over 5,000 ft., though he was down to 500 ft. above Inkpen ridge on the second leg, where he saw Deane Drummond even lower, 100 ft. below the top. All but nine League 1 pilots got round the triangle, and though Tony Goodhart was the slowest, he completed the course in 3 hrs. 16 mins. 12 secs., which was less than an hour longer than the winner, Lorne Welch, who took 2 hrs. 17 mins. 10 secs. and averaged 30.65 m.p.h. All the successful pilots started between 13.21 and 14.40, and finished between 16.21 and 17.07. But Charles Green, who took over four hours, was only a mile short when he landed at 18.30.

League 1, Shortest Race Times.

Pilot	*Sailplane*	*h.*	*m.*	s.
Welch	T-42b	2	17	10
Stephenson	Skylark 3	2	18	21
Ellis	Skylark 3	2	23	15
Burton	Skylark 3	2	24	16
Ince	Olympia 419	2	25	39
Kaye	T-42b	2	29	39
Smith	Skylark 3	2	30	03

Coulson	Skylark 3	2	33	45
James	Skylark 2	2	34	49
Martlew	Skylark 3	2	35	19
Irving	Skylark 3	2	39	20
Carrow	Skylark 3	2	39	39
N. Goodhart	Skylark 3	2	39	41
Williamson	Olympia 401	2	39	51
Neilson	Skylark 3	2	40	19

Total of scoring flights, 2,044 miles.

LEAGUE 2 had 9 pilots complete the race, and four more landed near enough to the finishing line to get full distance marks. No durations or speeds have been issued, but Brian Jefferson won the race and John Westhorpe came second with about 90% of Jefferson's speed.

Thermals were most reliable from towns, and Corbet with Ibberson in the Army's T-42b picked up a good one 400 feet above the tip of Salisbury Cathedral's spire, which itself is 400 feet above ground. The leading Skylark 3 was landed by Rika Harwood at Hurn by mistake but nevertheless kept its lead. One pilot reported meeting the sea breeze two miles before Tarrant Rushton, 11 miles inland from Poole.

Speed points, in the following table, are in proportion to the square of the speed.

League 2, Speed Points.

Pilot	*Sailplane*	*Points*
Jefferson	Skylark 3	60
Westhorpe	Skylark 2	48
Fairman	Meise	44
Stafford-Allen	Olympia	42
Philips	Skylark 2	39
Tarver	Olympia	39
Corbet	T-42b	36
Marshall	Olympia	35
Jeffery	Olympia	29

Total of scoring flights, 1,716 miles.

Leading Totals, 14th May

LEAGUE 1.		LEAGUE 2.	
Stephenson	331	R. Harwood, Masters & Mettam	333
N. Goodhart	307	Coatesworth	233
Ince	292	Sutcliffe & Jones	232
A. Burns & Martlew	258	Phillips, Neumann & Whitfield	225
Burton	258	Marshall	211
Irving & Tonkyn	256	Baynes, Blake & Jefferson	210
Gough	222		
Williamson	211		
Fitzroy	211		
Kearon	204		
James	201		



(Photo by Sally Anne Thompson)

John Archer has everything well under control.

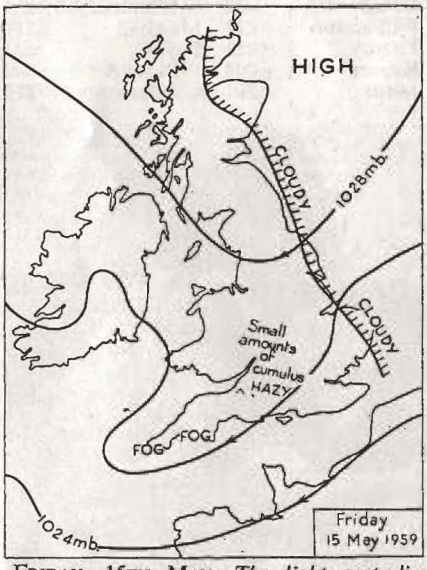
Friday, 15th May

LEAGUE 1: Distance along a line through Trevose Head, N. Cornwall.

LEAGUE 2: Race to Thruxton and Return.

LEAGUE 1 did pretty well for a rather difficult "dry thermal" day, with two-thirds of their pilots exceeding half-way to Trevose Head, which is 180 miles away, and all but three exceeding a third of the way. Piggott, who made the best distance and landed 22 miles short of it, thought everyone could have gone faster than they did. But whenever a crowd of sailplanes occupied the same thermal, each pilot would wait in it in the hope that someone else would go off first to find the next one. But anyone who did so would lose so much height in searching that, when he was seen to have found it, everyone else would come sailing into it hundreds of feet higher up, to their own advantage.

The thermal ceiling was found by Ince at 4,500 ft.; yet Kearon, who made fifth best distance to the day's latest landing at 18.42, never got more than 1,000 feet above ground. Okehampton was the critical region for the eight who went furthest, for its last thermal was caught only by Tonkyn and Piggott, and took them up to 4,000 ft. From the top of it they diverged, Tonkyn to land a mile south of track, and Piggott a mile north after soaring along a sea-breeze front which stretched from Torquay on the south coast north-westwards to Harland Point on the north coast. Both pilots glided down through the smooth sea air to a landing some 20 miles beyond this front, each at 18.36.



FRIDAY, 15TH MAY—*The light easterlies have veered to N.E'ly and cloud infiltrating the east coast of England and Scotland portends the long-term change to come, but over Southern England there was the now familiar mixture of dry thermals, some small cumulus and slight smoke haze.*

League 1, Longest Flights.

Pilot	*Landing*	*Miles*
Tonkyn	Launceston	157.9
Piggott	Launceston	158.1
Ince	Okehampton	135.3
Coulson	Tavistock	143.5
Kearon	Okehampton	134
A. Goodhart	N. Tawton	132.1
Tweedy	Okehampton	131.5
D-Drummond	Okehampton	130.6
Carrow	Whiddon Down	128
Williamson	Whiddon Down	128
Fitzroy	Crookernwell	123.9
N. Goodhart	Crediton	119.8
A. Burns	Cheriton Bishop	122.8
Green	Crediton	117.2
Kaye	Crediton	116
Kahn	Crediton	116
Stephenson	Crediton	114
Burton	Exeter	110
Welch	Nr. Exeter	109
Smith	Cullompton	106.1
Ellis	Cullompton	104.4

Total of League 1 Flights, 3,517 miles.

LEAGUE 2 had 41 starters of whom 21 completed the 50-mile course. Aldridge won the race, but his time and speed were not announced. He landed at 16.15, and most of the successful ones were only a little later, but Goddard, who came third, landed as late as 18.57.

League 2, Highest Speed points.

Pilot	*Sailplane*	*Points*
Aldridge	T-42b	60
Mettam	Skylark 3	50
Goddard	Swallow	46
Corrick	Skylark 2 2	42
Kerridge	Olympia	38
Stafford-Allen	Olympia	36
Corbet	T-42b	32
Baynes	Skylark 3	29

Total of scoring flights, 1,186 miles

Leading Totals, 15th May.

League 1		League 2	
Stephenson	400	R. Harwood, Masters & Mettam	423
N. Goodhart	380		
Ince	376	Sutcliffe & Jones	290
Irving & Tonkyn	356	Phillips, Neumann & Whitfield	289
A. Burns & Martlew	331	Staff.-Allen	282
Burton	331	Baynes, Blake & Jefferson	279
Piggott	292		
Williamson	288		
Kearon	287		
Fitzroy	285		

Saturday, 16th May

League 1: Race to Oldbury Castle and back, 84.4 miles.

League 2: Free Distance.

League 1's turning point on the Marlborough Downs was where a castle used to be, near a monument which has now disappeared, and just before a White Horse carved in the chalk—but there are four White Horses in the district. All this did not prevent its being found, but it turned out to be the worst place for lift along the whole course. Andy Gough described the place as "ghastly"; but he made the best speed with about 3 hrs. 6 mins., though Deane-Drummond took only 10 seconds longer. There was a close distribution of speeds among the 18 who completed the course; the slowest took 42% longer than the fastest.

League 1, Highest Speed points.

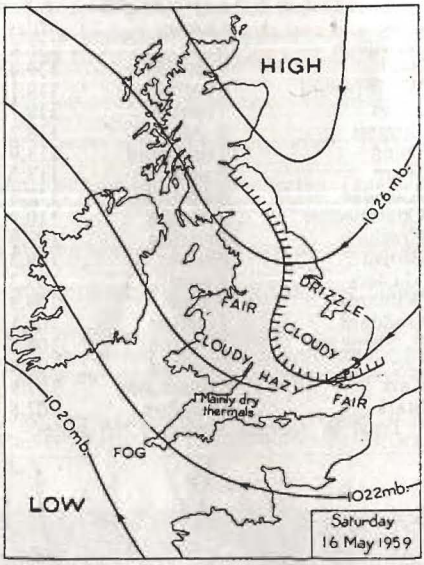
Pilot	*Sailplane*	*Points*
Gough	Olympia 419	60
Deane-Drummond	Olympia 419	60
N. Goodhart	Skylark 3	55
Piggott	Olympia 403	55
Stephenson	Skylark 3	50
Ellis	Skylark 3	42
Irving	Skylark 3	42
Burton	Skylark 3	41
A. Goodhart	Breguet 905	41
Martlew	Skylark 3	40

Course completed also by Ince, Williamson, Kahn, Warminger, Neilson, Smith, Kaye and Carrow.

Total of scoring flights, 2,336 miles

League 2 went towards Cornwall and ran into very different weather from League 1. From Salisbury onwards the cumulus became congested and in places grew into cumulo-nimbus. Just over Salisbury at 15.30, Brian Masters climbed from 1,500 up to 11,700 ft. for Gold C height. Stark, 15 miles further west, got 9,000 ft. W. Sheppard tackled a number of big cu, finding the life of each one's upcurrent not to exceed half an hour, with the best lift to be found in the S.W. corner (the sunny side) of each. There were "monumental" downcurrents between them.

Ian Paul went into a cloud 10 miles east of Taunton at 7,500 ft. and climbed to 12,300 ft. And Newholm, without oxygen, tackled a series of cumulus masses from Exeter onwards, getting successively to 10,000, 8,000 and 6,800 ft. and collecting ice; he was rewarded by making the longest flight of the day, 156 miles, beating his own previous best by 41 miles—which wasn't really enough, as he was making for Perranporth.

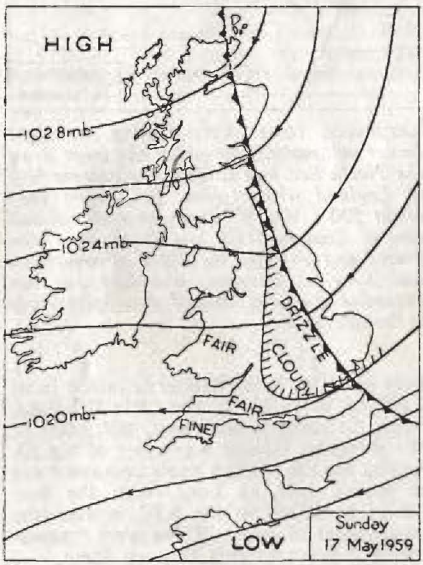


SATURDAY, 16TH MAY—*During the night cooler and moister air which had crept down the North Sea had covered the eastern half of England with stratus, but, being only about* 500 - 1000 *ft. thick in southern and central England, this low cloud soon dispersed and although the depth of convection was slow to increase, abundant but not excessive cumulus clouds developed early in the afternoon.*

League 2, Longest Flights.

Pilot	*Landing*	*Miles*
Newholm	Bude	156.4
Paul	Bideford	139.4
W. Sheppard	Crediton	119.1
Jones	Tiverton	118.7
Burgess	S. Molton	118.2
Dunn	Templeton	113.9
Ware	Exeter	113.2
Aldridge	Bampton	112.6
Coatesworth	Tiverton	110.2
Croshaw	Tiverton	109.9
Brown	Exeter	109.3
Masters	Exeter	109.3
Williams	Exeter	109.3
Goddard	Tiverton	109.1
E. Shephard	Tiverton	108.8
Lee	Tiverton	108.4
Carr	Cullompton	107.9
Stark	Bampton	107.8

Total of scoring flights, 3,769 miles.



SUNDAY, 17TH MAY—*The continuing advection of cooler and moister air from the N.E. again produced stratus during the night but now the cloud was about 2,000 ft. thick; not until midday were there well-marked breaks in the cloud cover over Lasham and even by mid-afternoon heating from the sun through well broken stratocumulus was not quite sufficient to trigger off penetrative convection.*

Sunday, 17th May,

LEAGUE 1: Free Distance.

LEAGUE 2: Race to Upavon.

Both tasks were cancelled owning to persistence of low stratus.

Monday, 18th May

LEAGUE 1 AND 2: Race to Merrifield (Somerset), 85 miles.

Again there was low stratus, though this time with a tendency to break up earlier; however, it did not do so early enough, and again the task was cancelled. Nevertheless, the strong wind tempted a few people to have a go unofficially, but only Piggott got really far, hoping for a 300-km. speed record to Perranporth but actually reaching Fowey, also in Cornwall but further south and not so far. It took him from 14.45 to 18.55 and his maximum height was 5,000 ft.

MONDAY, 18TH MAY—*Strengthening N.E'ly wind brought a cold front across England but although the colder air was sufficiently unstable to produce large cumulus the overcast associated with the front and the runway cross-wind at Lasham combined to impose excessive limitations on the time and districts available for competition tasks.*



CHAMPIONSHIP AWARDS AND PRIZES

LONDONDERRY CUP.—G. H. Stephenson, winner of Individual Championship, League 1.

L. DU GARDE PEACH TROPHY.—W. N. Tonkyn and F. G. Irving, winners of Team Championship, League 1.

KEMSLEY CUP.—A. O. Sutcliffe and J. D. Jones, pilots of Bristol Gliding Club's Skylark II, for the highest placing by a club entry in either League.

FIRTH VICKERS TROPHY.—Mrs. R. Harwood, B. Masters and H. Mettam, winners of Team Championship, League 2.

FURLONG TROPHY.—R. C. Stafford-Allen, winner of Individual Championship, League 2.

EON CUP.—R. C. Stafford-Allen, for highest placing in either League with an Olympia (British-built type most strongly represented).

SLINGSBY TROPHY.—D. M. Kaye, for highest placing in either League with an Eagle (two-seater type most strongly represented).

PAN-AMERICAN TROPHY.—Flt. Lt. G. A. Coatesworth, 2nd T.A.F. G.S.A., for highest placing with a Service-owned sailplane.

KRONFELD TANKARDS, for highest placings with a 15-metre-span sailplane.—League 1: J. S. Williamson (Olympia 401); League 2: A. O. Sutcliffe and J. D. Jones (Skylark II).

CROWN AGENTS PRIZE.—G. A. Coatesworth, for highest placing of a pilot without previous championship experience.

OTHER SPECIAL PRIZES.—For best Senior Service entry, Cmdr. H. C. N. Goodhart, R.N. For Clubs who had not entered before: Handley Page, 2nd T.A.F., Coventry. B.G.A. Tankard for winner in each League.



Prizewinners.—Back (L. to R.): D. M. Kaye, W. N. Tonkyn, F. G. Irving, A. O. Sutcliffe, R. C. Stafford-Allen, H. Mettam. Front: J. D. Jones, H. C. N. Goodhart, G. H. Stephenson, Mrs. R. Harwood, B. Masters.

(Courtesy "The Aeroplane & Astronautics")



Geoffrey Stephenson, champion again.
(Courtesy of "Flight")

Prizes for Leading Competitors

LEAGUE 1

1st.—G. H. Stephenson.
2nd.—H. C. N. Goodhart.
3rd.—D. H. G. Ince.
4th.—F. G. Irving and W. N. Tonkyn.
5th.—D. L. Martlew and Mrs. A. Burns.
6th.—G. E. Burton.

LEAGUE 2

1st.—Mrs. R. Harwood, B. Masters and H. Mettam.
2nd.—A. O. Sutcliffe and J. D. Jones.
3rd.—R. C. Stafford-Allen.
4th.—K. W. Blake, J. B. Jefferson and A. H. Baynes.
5th (tie).—G. R. Whitfield, G. S. Neumann and T. G. Phillips.
5th (tie).—G. A. Coatesworth.

Daily Prizes

LEAGUE 1

Date	
10th	H. C. N. Goodhart.
12th	A. J. Deane-Drummond.
13th	P. A. Wills.
14th	L. Welch.
15th	W. N. Tonkyn and A. D. Piggott.
16th	A. Gough and A. J. Deane-Drummond.

LEAGUE 2

Date	
10th	E. Stark.
11th	R. Marshall.
12th	G. A. Coatesworth.
13th	B. Masters.
14th	J. B. Jefferson.
15th	K. R. Aldridge.
16th	K. Newholm.

INTER-SERVICES CHAMPIONSHIPS

Scores are calculated on full points earned in League 1 and 75% of points earned in League 2.

Individual Championships

1.	Cmdr. H. C. N. Goodhart	R. Navy	475
2.	Sgt. A. Gough	R.A.F.	376
3.	Sgt. J. S. Williamson	R.A.F.	363
4.	Lt.-Col. A. J. Deane-Drummond	Army	351

Team Championship

Aggregate score of three best entries in each Service.

1.	ROYAL AIR FORCE		
	Sgt. A. Gough		376
	Sgt. J. S. Williamson		363
	Flt. Lt. K. C. Fitzroy		324
			1,063
2.	ROYAL NAVY		
	Cmdr. H. C. N. Goodhart ..		475
	Cmdr. G. A. J. Goodhart ..		315
	Lt.-Cdr. R. Brett-Knowles ..		234
			1,024
3.	ARMY		
	Lt.-Col. A. J. Deane-Drummond		351
	Capt. E. G. Shephard		179
	W.O.2 E. Stark		173
			703



Cliff Tippett addresses the public in professional style.
(Photo by Sally Anne Thompson)

Lasham to Bellingham

by Anne Burns

With this flight of 281 miles, made on the first day of the National Championships, Mrs. Burns beat her own U.K. Women's distance record.



(Photo by Jill Walker)

It was Bill Bedford who pioneered the classic route north with two outstanding flights. In 1950 he flew from Farnborough to Driffield to gain the British height record of 21,300 ft., and in 1951 from Farnborough to Newcastle for the distance and goal records of 257 miles. This latter record stood for eight years, and it was not until the day of which I write that it was at last broken by what can only be described as an inspired flight of Nick Goodhart's. Pilots who fly ordinary Olympias and Skylark II's will appreciate the merits of Bill Bedford's flights, made as they were in an Olympia I without aid of oxygen or total-energy (oxygen was fitted but the bottle could not be carried for the first flight at least as the aircraft was overweight).

This classic route north up the backbone of England had been an ambition of mine for some time. I had not visualised flying it, though, with so much east in the wind, nor starting with such a low cloud base. Cloud base was slow to lift, and it was not until after one o'clock on my second competition launch that I reluctantly left the site, having been unable to scrape up more than a meagre 2,000 ft. above Lasham. Morale was not improved by the Kranich circling up inside me, and I was in no mood to appreciate the value of a low point between Aldermaston and Reading. After some dodging about, I reached a cloud street originating over the Thames, and life looked more cheerful. I was still sufficiently shaken, though, to take whatever height might be offered, even if it meant going against the edicts of the pundits and wasting a bit of time getting into cloud. And so, just past Benson, I entered cloud to climb up to 5,600 ft. a.s.l. On coming out, the magnificence of the cloud display to the west became apparent and I decided to move across. From then on, my course was guided by a succession of likely-looking clouds, although some of the more blatant ones in the neighbourhood of Coventry had to be resisted.

The course of the flight is now best described by the barograph chart. My scheme was to work high, climbing mainly in cloud and relying on a well-maintained artificial horizon installation to keep me going.

My last cloud, which in virtue of its height might be termed a cu-nim, had a rather malicious character of its own. It pumped wet sleet and snow down my neck, bashed the glider with torrential rain, and appeared to be doing its best to break the wings off. All this occurred in a climb which was by no means as smooth or swift as I had been led to expect of cu-nims. On the way up I was desperately trying to convert 5,000 metres to feet. Failing to get a sensible answer, I decided that 18,600 ft. a.s.l. was quite high enough without oxygen. (As usual I had left something behind—this time my oxygen mask.) By 18,400 ft. it had become so frighteningly rough that I decided to abandon it, Diamond C or no. By this time I could feel the effects of the shortage of oxygen which was causing a tight feeling in my head, although the veins in the backs of my hands did not look unduly purple*.

* Doctors and dentists advise me that this is not at all a reliable criterion—especially if one is inclined to be anaemic.

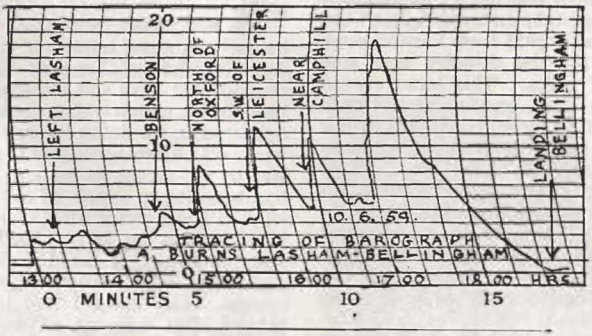
I emerged from this cloud to find myself under a pall of stratus with visibility very poor below. The sailplane was heavily iced with huge lumps hanging on the outer wing pins. The best speed seemed fairly slow—the barograph shows a rate of sink of 5.3 ft./sec. for the first part of the glide (glide angle 13.1 in zero wind) as against 2.2 ft./sec. once the ice had melted (glide angle 32.1).

This was to be my last glide, and although it took nearly 1¾ hours, time seemed to pass quickly and in no time at all I was becoming apprehensive about the landing. The moorland below looked very uninviting with black lines of hills standing out from valleys shrouded in mist. Not relishing the idea of a night on the moor, I struck eastwards and a small town hove up at just about the right time. Oddly enough it had become very turbulent low down. At 800 ft. or so there were wisps of lift always in the same spot and a bird soaring into wind. I could not read these signs at the time, but I now cannot help wondering whether I was not at the lee end of a wave. At about 18.30 hrs. I landed in about the only field clear of sheep in a wind which was almost north of east.

Except that it does not produce any smoke for judging wind direction, I can thoroughly recommend Bellingham as a landing spot. The children are excellently behaved and the police are prepared to get up at 2 in the morning to help de-rig. A north-country tea with boiled eggs and apple-pie goes down well after the rigours of a day's gliding.

The heroes of this episode are, however, undoubtedly the retrieving crew: Denis, John Hawkins, John Burroughs and John Lynn (the last two had jumped in the car at the last minute just to see what a retrieve was like!). They were on the road for 27 hours, covering over 750 miles without incident; they de-rigged at 2 a.m., a process slightly complicated by the number of people answering to the name John; they pushed the trailer for some quarter of a mile as there was nowhere to turn it—all this with the best of good humour. I can only say how grateful I am.

In looking back, I realise how lucky I was not to have been down in the early part of the flight some 20 miles out from Lasham. As to competition flying, I found it bliss to be so spoon-fed: met. services at hand, the task decided, the sailplane rigged and dragged to the launching point, the tugs all ready—if only there weren't so many other gliders in the sky!



Cheap Diamond

by Derek Piggott

WEDNESDAY, 3rd June, looked to me a classic triangle day and I rang the local met. man to try to confirm my impressions. He was, however, very pessimistic. Stable at 2-3,000 ft. unless the temperature really soared, dry thermals and then possibly cumulus occasionally up to about 6,000 ft. On arrival at Lasham, therefore, I drew a rough line round the most suitable Gold C triangle route and mentioned that I would try to go if the weather improved. Meanwhile, I did some instructing.

At half past eleven I was still rather half-

hearted because of leaving the ever-growing two-seater lists. However, I just needed the final push and Brian Masters supplied it when he said he thought it still possible to get round in spite of the late start. The decision made, we rigged hurriedly, changed the kinked variometer tubing which I (wrongly) thought had caused trouble for Brian on the previous day, and finally car-launched off at 12.15.

It was to be a race against time, but I was optimistic because I was flying the Army Club's Olympia 419 and was in good soaring practice after the recent Nationals. I therefore set off on track from the top of the launch and didn't climb much until I had gone several miles and found good lift. The variometer was definitely working, but as it was not on Total Energy, it occasionally stuck at about 3 up or down until shaken into life.

The first 22 miles to Andover were covered in 45 minutes (29 m.p.h.), and I had also gained height to 3,500 ft. (all heights above Lasham). Small flat cumulus was showing where the best lift had been, and although some of the lift was averaging almost 500 ft. per minute, the vario began to stick so much that I lost valuable time centreing and therefore assumed a much lower rate of climb and cruised at 65 knots.

I was surprised to find myself at Westbury Junction by 14.15, taking the necessary photographs while circling in lift at 3,000 ft.

The route to Stratford-on-Avon over the Cotswolds produced mediocre thermals and the clouds were tired and flat. However, one or two rapid climbs from rather lower than was comfortable, together with the now following 5-10 knot wind, soon brought Stratford into view, and by 15.50 I was over the town, snapping the station. Ahead, on the last leg, the cloud looked rather hopeless, and I decided to divert off track to stay up.

After very slow progress I eventually got a strong thermal to about 5,500 ft. just south of Edgehill, and by using various decayed-looking clouds I reached Kidlington by about 2,000 ft. I had to give up one or two obviously reasonable bits of lift because I couldn't get centred by feel and the altimeter. Ahead, the sky had a late evening look. It was then, I thought, merely a matter of reducing the retrieve as much as possible and I hardly dared hope for a next thermal. The city of Oxford seemed the best chance, and I flew on slowly under a veil of decayed cumulus. Further off track and down wind, the Cowley works had a patch of sunlight, so I turned towards it, looking for a suitable landing area beyond.

Again my fortune changed; the tatty cloud above darkened and took shape and a constant hammering showed the altimeter winding up. At 5,000 ft. the climb seemed to falter and I knew I must go on if there was to be any hope of another thermal. The glide scale showed that it would need over 7,000 ft. to reach Lasham, assuming a 10-knot head-wind and perfect conditions. I therefore slowed right down to 45 knots and flew below every bit of cloud. At Benson I was fortunate to get a good thermal to 6,000 ft. in cloud. I wondered if I would have to divert or throw away height to keep below the cloud through the airway, but I was surprised to find no cloud for miles and I suspected that this was the sea-breeze front.

After gliding down 1,000 ft., I found that I had achieved over 1:30.

A mile or two to one side of track some kind person had a heath fire burning, and I wondered whether to fly straight on or divert in hope of lift. A small cumulus puff began to form and I hastily turned and found the thermal. This gave me an extra thousand feet, and according to my calculations Lasham was within reach. After some 20 minutes of careful gliding, ball in the centre, no control movements and a steady 47 knots, Lasham appeared low on the horizon. A mile or so from the airfield it became a certainty and I increased speed and aimed for the end of the avenue of trees, arriving with just enough height for a comfortable final turn and landing by the trailer at 19.17—tired but very pleased to get back.

Analysing the flight, the leg from Lasham to Westbury, 51 miles, averaged 25 m.p.h. including the initial climb. Westbury to Stratford 68 miles in 1 hr. 35 mins., 43 m.p.h.; and Stratford to Lasham, 75 miles, in 3 hrs. 27 mins., 21.7 m.p.h. Total distance 194 miles in 7 hrs. 2 mins. The wind started as S.W. 5 knots and became about south 10 knots. Without a serviceable variometer I was very lucky to keep going in the weaker evening lift and a much better time was possible. On the same day Sqn. Ldr. Croshaw made a Diamond goal flight from Andover north.

League 2 — Entry 65

by Rika Harwood

The author is one of the three pilots of the winning entry in League 2

AFTER deciding that we would enter No. 65 in the Nationals as a team entry, my partners left it to me to arrange the order of flying. As neither Brian Masters nor Hugh Mettam had flown in Championships before, it was difficult to decide which tasks they would be best at or like best. We agreed, therefore, that we should fly 1, 2, 3, throughout the Championships regardless of the task set; in fact, I told the pilots before the Championships started that Brian, whom we expected to do well, should have the first, myself the second, and Hugh the third day, and so on. In case there were any rest days or non-competition days, we would all move up to the following day; it seemed the fairest way to all concerned, and we were all happy about this arrangement.

Unfortunately Brian had had two near misses at his Gold C distance during the practice week, so one can imagine how happy he felt when the first day's task was Free Distance. Obviously he declared a goal, hoping that he would be "third time lucky", but it was not to be; this time he landed only 16 miles short of his goal, but it was far enough to ensure second place for the day in our League. From that day on, I personally hoped that I would do well enough not to let Brian down, and I am sure Hugh did the same.

The second day was my turn, and the task was a Race to Edgehill. Just to show that it was possible, Alf Warminger from League 1 flew this task, but none of the League 2 pilots reached Edgehill. I came fifth that day and scored enough points to put the team in the lead.

After having had two agonizing days in the control tent, it was now Hugh's turn, the task being Distance along a line through Trevose Head. The forecast was not so good for this day, and I don't suppose that the task-setters had any real hope that anybody would get there. In fact, only 14 pilots out of the 41 scored that day, Coatesworth scoring 100 points for 28.9 marks. Hugh came eighth for the day, bringing us home another valuable 24 points, which gave us a lead of 45 points above our nearest rival at that time.

We had now all three had a go, so we were to start on our next round with Brian to declare a Pilot-selected Goal. He made up his mind at once what he was going to do, and after having had a private word with "Wally" Wallington, he declared his brother's farm in Wellington, Somerset, 96 miles away.

I believe that this was the furthest goal selected that day, and certainly the most nerve-racking for me, as I was left behind to have a rest!—Hugh being on the retrieve in ignorant bliss.

As the day wore on and more and more pilots reported back, I could not get myself away from the control tent; I even did a stint on the telephone, hating every time the phone went, and sighing with relief if it was not our pilot. At last there was only Brian outstanding, but there were quite a few other pilots who had reached their respective goals, and it would mean a great loss of points if Brian just failed to get there. But I need not have worried; Brian did his stuff, finishing off with some loops over the farm, landing a few minutes later, and his crew arriving within ten minutes when tea was about to be served. Brian was first that day: 100 points, and 101 points ahead over our nearest rival—a very happy state of affairs for us.

The following day was a Goal Race Lasham-Thruxton-Tarrant Rushton, and it was my turn to keep up the good work my partners had put in. But oh dear!—what a mess I made of it! After having reached Thruxton in 35 minutes, and making another good climb over Salisbury to 4,300 ft., I thought it was in the bag, and started my final glide, leaving Fordingbridge well to my left and behind and making for Cranborne. I was then flying more or less into the sun and found it not easy to pick up things from the ground, but the others had to face the same problem; anyway, I knew that the next aerodrome on my right

should be our goal, and I should be able to see it, any time now.

All of a sudden I saw the shape of an aerodrome ahead and well to my left, and foolishly I did not check back on the map but, like a clot, turned left and, converting height into speed, made straight for it, until it suddenly dawned on me that I was flying over woods where there should not have been any—they should have been on my left; but it was too late, and if I wanted to make a good landing I just had to go to that aerodrome and land, the woods being the New Forest and impossible for landing anywhere.

After all this I quite expected to be shot, knowing that one should not land at Hurn Airport, so I found the furthest corner away from all runways and sneaked in over the hedge, feeling extremely angry with myself for being such a fool, and more than anything sorry to have to face my partners who, as I was told later, were already waiting for me at Tarrant Rushton. But they did not say a word, and I felt worse than ever. However, after having lost all the speed points I came 16th with 37 points, and our lead, thank goodness, was still 100 points—one less than the day before, and I had learnt a lesson.

Hugh did extremely well the next day, the task being an Out and Return to Thruxton, and after a fairly slow start, he made good time later in his flight, finishing second for the day, and we now had a lead of 133 points, which looked very healthy indeed.

Brian had the good fortune to have another Free Distance, and, hoping that this time he might get his Gold C, he declared Perranporth; again this did not come off, but he got his Gold C height instead, which after all is quite as desirable. He landed at Exeter Airport, gaining us another 65 points, we were now in a fairly safe position for winning League 2 outright and also the Team Prize. We did not know then that the Championships in fact had finished, as the next two days turned out to be no-contest days. So we had won with a lead of 107 points after having dropped our worst day of 24 points.

Of course we were very lucky to have a Skylark III at our disposal, which we had taken delivery of last November. We all took to it like a duck to water, and although we had not been able to do any away landings before the Nationals, except Brian, we felt quite happy about it; in fact, Hugh had only done two cross-countries before he entered for the Nationals.

It only remains for me to say now that we had a very exciting week, a very happy team, and we would like to say a big "THANK YOU" to our very able crew, Vic and Stella Alexander, ably assisted by Jean Masters, Tony Zaaiers and Henry MacKinnon; also to the splendid organization; and to all pilots in League 2 for flying with and against us, making it such fun.



League 2 winners: Rika Harwood, Brian Masters (in cockpit), and Hugh Mettam.

(Photo by Ken Owen, Courtesy of "Flight")

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5th June 1959

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Dear Mr. Saville,

I should like to write and report to you the really excellent service I have had from the Vanguard Estate car which I purchased for the purpose of glider towing from you last July.

In the 10 months which have since elapsed this car has done about 15,000 miles, towing my unusually large and heavy trailer, culminating in 3 weeks work, first at the National Championships at Tasham, followed immediately by the Dutch National Championships in Holland. In these 3 weeks my team motored just over 4,000 miles, a great deal of it at high speed on Continental roads of very varying textures. Absolutely nothing needed to be done to the car during this time, and it ended up without a single rattle, apparently still as good as new. In some 25 years of gliding I have not previously had a tow-car which has put up such an impeccable performance.

Yours sincerely,

Philip Wills

Philip Wills

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Airworthiness for Old Gliders

The 10-year examination

by Frank Irving

THE B.G.A., on the advice of the Technical Committee, has decided to institute a system whereby old gliders will receive a comprehensive Certificate of Airworthiness Inspection and overhaul when they reach the age of about ten years. To implement this scheme the post of "Senior Inspector" has been established.

The objects of this comprehensive inspection and overhaul include the following:

(a) To ensure that those parts of the primary structure which are not normally accessible are properly inspected.

(b) To arrest the effects of gradual wear and tear and to ensure that, for example, brittle fabric, worn fittings and pins really are renewed. It is all too easy, with the best will in the world, to continue on the basis of saying "Oh, that'll be all right for another year."

(c) To ensure that all previous repairs are in good condition and that all mandatory modifications have been carried out.

This scheme starts on 1st August 1959. On and after this date, a glider shall receive a comprehensive inspection and overhaul when it is due for its first Certificate of Airworthiness renewal after attaining the age of ten years.

However, to avoid hardship and excessive work to inspectors and the B.G.A., during the next year, the comprehensive inspection and overhaul of gliders manufactured on or before 31st July 1950 need not be carried out until the first C. of A. renewal after 31st July 1960.

All comprehensive inspections must be carried out by Senior Inspectors. In general, a Senior Inspector will conduct an initial inspection, which will involve opening up such parts of the structure and fabric covering as he requires. He will then prepare a report. After the ground engineer has carried out the overhaul, and perhaps during the course of the overhaul, the Senior Inspector will carry out further inspections. Finally, he will submit his reports to the Technical Committee.

A detailed procedure for a comprehensive inspection will not be defined by the Technical Committee, but notes will be sent to Senior Inspectors for their guidance.

One important difference between the "comprehensive" C. of A. procedure and the normal C. of A. procedure is that, in the former case, the Senior Inspector and the ground engineer doing the overhaul must be different persons. In other words, a Senior Inspector will not be able to carry out a comprehensive overhaul and inspect his own work.

Details of the inspection have been deliberately left to the discretion of the Senior Inspector to avoid, for example, the arbitrary cutting of holes in ply-covered members. If the engineer can produce evidence which satisfies the Senior Inspector that, say, the leading-edge torsion-box of a glider was thoroughly inspected internally when carrying out a repair the previous year, he may decide that it is satisfactory without further investigation.

Experienced Inspectors wishing to be designated as Senior Inspectors should apply to the B.G.A., in writing. All applicants will be visited by the Examiner of Inspectors. Since these visits will have to be spread over a reasonable period, applicants will be informed by the B.G.A., when they will be examined. The Examiner of Inspectors is Mr. R. Stafford-Allen, assisted by Mr. B. Warner. Successful applicants will, of course, be required to demonstrate a high standard of knowledge, experience and conscientious inspection.

This information is also being circulated by the B.G.A., in the usual fashion.

F. G. IRVING.
Chairman, Technical Committee.

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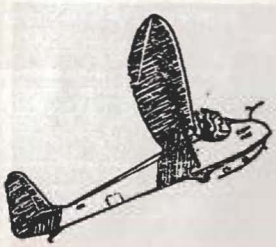
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For and About Instructors



Advanced Instructors' Courses

IT is hoped to hold two advanced instructors' courses in the early Autumn. These courses will be run for C.F.I's or instructors recommended by them who have not had the opportunity to do much advanced flying. The programme will include field landings, blind flying and aerobatics, etc. in the Eagles, navigation excercises in a Messenger and general flying in a T-21b. There will also be ground instruction. One course will be held at Nympsfield (from 25th to 28th September) and the other later in the Midlands. Only about 8 instructors will be accepted for each course, and the fee will be approximately £7 10s. — £10. Further details can be obtained from the B.G.A., which will shortly be sending a circular out to the clubs.

FUN AND SAFETY ON EXPEDITIONS

by Ken Machin

THEY are not incompatible. Having made one reference to the title, I can forget it. It was foisted on me, anyway.

It is a curious thing that if a competent "bod" goes on an expedition, as soon as he arrives he becomes completely irresponsible. This is the only possible conclusion from the facts. Therefore, if you are going on an expedition, sit down in the calm of a winter's evening and write yourself a Strong Letter, labelled: "To be opened on the bungy point on the first day of soaring wind." Only in this way will your true self prevail over the clot who is about to bungy in no wind down a series of steps, over a precipice and into the sea (this did happen! Fortunately the aircraft only went down the first step. It was another time when it actually went into the sea).

Although I am as flat out as anybody (and flatter than most) against laying down hard and fast rules about flying, it seemed that some Code of Practice for Expeditions might serve as a sort of universal Strong Letter to counter over-enthusiasm. This article is a digest of this screed, which includes the remark: "Anyone who comes back with a trailer full of bits saying 'but this situation wasn't in the notes' may expect an uncordial reception."

There are two really good ways of breaking a glider on an expedition: (1) the bungy launch, (2) the landing back on top. All the other ways aren't nearly so effective, so I will deal only briefly with them. David Carrow has covered bungymanship in a masterly way in SAILPLANE & GLIDING; this is absolutely compulsory reading for intending expeditionery, and I have nothing to add to it.

So much for how to launch—now about where to launch. A good bungy point is convex in section, but not so much so that the bungy grouches firmly on the ground and dissipates all its energy. It should be level laterally, so that there is no tendency for a tip to catch. There should be a sheltered place near by for rigging, from which the aircraft can be brought into position with the pilot strapped in and the brakes open. Now for the view. There should be a landing field accessible with a gliding angle of 1 in 6—it needn't be directly in front of the hill, but if not, due

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allowance must be made in the 1 in 6 for getting there and making a square approach. This apparently ridiculous gliding angle has been arrived at to cope with the case of bungying in an obviously cracking soaring wind—and straight into 15 down (this has happened!). It is suggested that the 1 in 6 rule also gives a good guide to the break-off height in a failing wind, and to just how low one can join a slope with a view to soaring it. Please don't write in saying "our bottom landing field is at 1 in 15"—I am not concerned with established gliding clubs, but only unknown sites where funny things can happen.

Landing back on top is very rarely worth while. I can remember three top-landing prangs; I can hardly remember a dozen successful top landings. The proportion is too high. On an unknown site the approach can be very tricky, even if the field is perfect. If the far edge of the field allows an unobstructed overshoot over the edge, a hundred yard long field should be the minimum. With an obstructed far boundary, 200 yds. would be more sensible. If, in addition, the approach is clobbered up with trees and the like, much more will be necessary.

Having decided, after considerable thought, to try a top landing, inspect every inch of the landing area on foot for boulders, holes, mole-hills, etc. (all these have damaged gliders). Get your crew to lay out a wind direction indicator and keep it up-to-date. It is well worth while, if you can, to do a dummy run and overshoot into the lift. In this way you can look for particularly tricky curl-over. But beware: (1) of getting caught in such a violent curl-over that your dummy run turns into an unexpected, and usually violent, landing (this has happened!); or (2) of getting no curl-over on the dummy run but a hearty one on the real thing. If you don't believe in the Clutching Hand, go and talk to somebody who has experienced it. Above all, if in doubt, go to the bottom.

Radio is a great aid to confidence and morale. The pilot can send his crew to inspect his chosen field; the other way round—crew sending pilot into their chosen field—has been found not to be so good for confidence. Weather information is often useful during a flight, and often the man on the ground can be made to push the slide rule (if you believe in that sort of thing).

In conclusion: hill and mountain expeditions provide some of the best entertainment in gliding (in every way!). You need as a minimum: glider and trailer; tough vehicle (preferably four-wheel drive); bungy in first-class condition, fitted with guard-rope, etc. (see Carrow); 1-inch maps with contours; and at least four bods with plenty of varied hill-soaring experience and several field landings to their credit. Above all, you need a leader who is strong-minded enough to say "No!" when it isn't safe.

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C.F.I., CAMPHILL



WRITE about the C.F.I.? One thing immediately comes to mind: a grey Rover pursuing a rather determined course across the field—to a machine which has not made quite the "orthodox" approach or landing. Out springs the vigorous figure of Yorkshireman Bernard Thomas, C.F.I. of the Derbyshire & Lancashire Gliding Club, bent on giving just a tow back—or a ticking off too? Probably both, if the latter is needed, for Bernard has the knack of not missing much that happens on the field. A disconcerting quality—for some, at times.

An Accountant, living in Sheffield, Bernard joined the Club on 3rd May 1936, and from that time has totalled 870 hrs. flying time and 5,000 launches on 31 different types of glider, but has no power experience. In 1937 he joined a Falcon I group with Philip Brown and a year later formed a Kite group. Since the war Bernard has been in an Olympia and then a Sky group, both originally formed with G. O. Smith and A. L. Slater, but his present partners in the Sky are his two Deputies. Though a member of a Skylark group from 1955, he flew it little, and much preferred the Sky, but he now has high hopes of the Skylark III due before Easter.

Bernard held the position of Secretary and Treasurer for many years from 1937 and was a tower of strength in the National Gliding Competitions held at Camphill both before and after the war. All this organisation prevented any participation on the flying side, but now Bernard enjoys the competitions "from the other side" and has competed once more in the Competitions at Lasham this year.

Since being made an Instructor in 1937, Bernard has taken more interest in training than in advanced flying and was in charge of flying training for six years before being appointed C.F.I. in August, 1957. He claims no particular aptitude for mechanical repairs or for construction and repair of aircraft, but is keenly interested in training methods and organisation. The more visible evidence of this is the gravel landing cross on the field, an alarming red, white and blue bunting "wall" for spot-landing practice and "away landing practice" in one of our fields at the bottom in the valley. Moreover, the seeming lack of aptitude for construction work has not prevented him helping in the building of four trailers—three of an excellent solid standard and the fourth yet to be proved. Similarly, once when there was much discussion about painting the Club premises throughout, Bernard appeared with paint and brush and got on with the job whilst others were still arguing about it.

Bernard completed his Silver C in 1947, having obtained his Silver C height in June, 1939 while attempting the five-hour test. He was inadvertently taken up 3,000 ft. under a cu-nim without instruments and has since shown a marked distaste for aerobatics of any kind. He completed his Gold C and one Diamond in August, 1955, after some disappointing near-misses. He held the U.K. speed record for 200 and 300 kilometres for some time and certain other records of which, with characteristic modesty, he seldom speaks. He is reputed to have landed in an open Dagling upside down on two successive flights, assisted in bungy-launching a two seater of which he himself was pilot-in-charge—yet left behind—and undershot a full-sized aerodrome on a circuit whilst categorising an instructor.

He says he has offered his resignation to the Committee at frequent intervals and is occasionally accepted, but he always turns up somewhere in one capacity or another. It is well for Camphill that he does, and also that his interest and energies are unceasingly put to the well-being of flying at Camphill.

D.J.W.

Gliding Certificates

DIAMONDS FOR GOAL FLIGHT

No.	*Name*	*Club*	*Date*
233	P. Minton	Imperial College Gliding Club	25.3.59
234	J. H. Holder	Lasham Gliding Centre	11.5.58
235	J. S. Armstrong	Derbyshire & Lancashire Gliding Club	18.5.59

GOLD C CERTIFICATES

No.	*Name*	*Club*	*Date*
43	P. Minton	Imperial College Gliding Club	25.3.59
44	J. H. Holder	Lasham Gliding Centre	11.5.58
45	J. V. Inglesby		12.5.59

SILVER C CERTIFICATES

No.	*Name*	*Club*	*Date*
775	R. M. F. Parkinson	Kent Gliding Club	27.3.59
776	G. A. Coatesworth	2nd Tactical Air Force Gliding Club	28.3.59
777	J. W. Pickles	Wessex R.A.F. Gliding Club	7.4.59
778	D. B. Early	Home Command Gliding Club, Newton	8.4.59
779	N. Owens	Moonrakers R.A.F. Gliding Club	9.4.59
780	A. W. Sykes	Bristol Gliding Club	5.4.59
781	T. A. McMullin	London Gliding Club	10.4.59
782	E. G. Hart	Home Command Gliding Club, Newton	9.4.59
783	D. F. Holding	Portsmouth Naval Gliding Club	19.4.59
784	E. R. Perreaux	Cranwell Gliding Club	19.4.59
785	N. Harper	Bristol Gliding Club	28.4.59
786	K. H. Tiede	Accra Gliding Club	6.5.59
787	A. C. M. Stocken	East African Gliding Association	15.3.59
788	V. C. Harris	Lee on Solent R.N. Gliding Club	11.5.59
789	J. M. Ibberson	Army Gliding Club	2.5.59
790	P. D. Lane	Clevelands R.A.F. Gliding Club	3.5.59
791	A. P. Goodfellow	Cambridge University Gliding Club	4.5.59

C CERTIFICATES

Name	*Gliding Club or School*
J. H. Lemon	Cranwell
M. J. Cheeseman	East Midland
P. S. Garnett	Surrey
J. M. Arrowsmith	621 G.S.
W. T. Harris	621 G.S.
W. M. Cooper	Derbyshire & Lancashire
A. M. Sobey	Chilterns
M. A. Barnsley	Surrey
C. G. Taylor	East Anglian
C. S. Batchelor	614 G.S.
P. H. F. Heycock	621 G.S.
W. D. Evans	Oxford
P. D. Valentine	621 G.S.
J. M. Taylor	Coventry
A. L. Pearson	Windrushers
I. G. Pratt	Oxford
G. M. Sharpe	Cornish
J. R. R. Brewer	Cornish
P. S. Jeffries	Surrey
R. C. Godlee	Derbyshire & Lancashire
A. A. G. Woodford	Cranwell
A. J. Watson	Newcastle
J. P. Mackenzie	Derbyshire & Lancashire
K. E. Nichols	Clevelands
F. D. Smith	Coventry
F. P. Newley	Lasham
P. V. Grime	Derbyshire & Lancashire
F. G. Hatcher	Oxford
A. Roberts	Moonrakers
J. Woolfe	Cranwell
N. A. Wilkinson	Red Dragon
S. C. Prentice	Cornish
S. Walton	642 G.S.
R. H. Holmes	Cranwell
J. I. Swain	Northants
C. T. Proctor	Cornish
C. M. Cumming	661 G.S.
P. Clay	642 G.S.
G. Taylor	Clevelands
A. E. Vince	Surrey
R. Romann	Wessex
F. Lees	Halifax
S. H. Beard	Lasham
G. Richards	Kent
T. Sherwen	Bristol
J. Grainger	Cranwell
R. T. Julian	Midland
M. R. Fearson	Midland
M. J. Barringer	Cranwell
H. Houldey	Bristol
S. M. K. A. Zaidi	Karachi Central G.S.
B. G. Hammond	Cranwell
A. R. Martindale	Cranwell
J. M. Ibberson	Army

CORRECTION.—In the list of Gold C and Diamond badges published in the June issue, p. 147, the second Diamond of David Ince (No. 6) was for Distance (D), not Height (H).

Practice Week at Lasham

SOARING weather at Lasham in the week before the Championships was as good or even better than during the contest, and many notable cross-countries were flown, both by the R.A.F. teams who were encamped there and by regular members of the Lasham Centre—so many that we can only give them in tabular form.

In addition to the flights listed, A. J. Deane-Drummond made a "delivery flight" in the Olympia 419 from Nympsfield to Lasham on 2nd May, and on the 4th, when Wally Kahn set up a two-seater out-and-return record Lasham-Nympsfield-Lasham, Peter Collier flew solo on the reciprocal course Nympsfield-Lasham-Nympsfield.

Many other cross-countries made during this week are recorded in the Club & Association News section. The following list is confined to the more outstanding flights from Lasham, where the Championships began at the end of the week.

R.A.F. Pilots

SUNDAY, 3RD MAY: 7 flights, totalling 2 hrs. 14 mins.

MONDAY, 4TH MAY: 26 flights, 53 hrs. 15 mins., 367 miles on cross-countries.

TUESDAY, 5TH MAY: 19 flights, 47 hrs. 30 mins., 1,024 miles across country, including:—

Sgt. A. Gough, goal flight to Perranporth, Gold C distance and Goal Diamond, 192 miles.

Group Capt. N. W. Kearon, goal flight to Perranporth, Gold C distance and Goal Diamond, 192 miles.

Flt. Lt. F. Allen, Newquay, 185 miles.

Sqn. Ldr. J. G. Croshaw, Tavistock, 143 miles.

Flt. Lt. K. C. Fitzroy, Exeter, 110 miles.

Sqn. Ldr. J. L. Bayley, Enstone, 56 miles.

WEDNESDAY, 6TH MAY: 18 flights, 26 hrs. 3 mins., 507 miles across country, including:—

Flt. Lt. K. C. Fitzroy, goal flight to St. Mawgan, Gold C distance and Goal Diamond, 187 miles.

Flt. Lt. R. A. E. Dunn, Crediton, 118 miles.

Sqn. Ldr. J. L. Bayley, Tiverton, 109 miles.

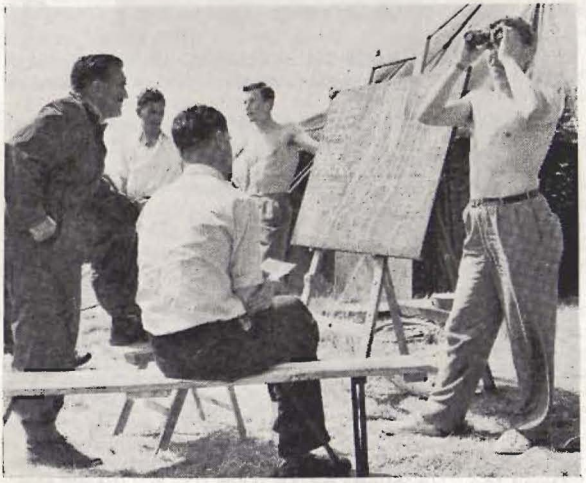
(Date unknown) Cpl. K. Newholme, Melbourne (Derby), 118 miles.

Lasham Members

MONDAY, 4TH MAY.—A. J. Deane-Drummond in Olympia 419, Great Malvern and return, 172 miles.

B. Masters in Skylark III, Ipswich via Kettering (dog-leg), 171 miles.

W. A. H. Kahn in Eagle with V. Gallie as



Weather study during practice week. On the left, "Paddy" Kearon and Andy Gough.

(*Photo "Central Press"*)

passenger, Nympsfield and return: U.K. multi-seater record, 131 miles.

G. E. Burton in Skylark III, Colerne and return, 112 miles in 3 hrs. 20 mins.

J. S. Williamson in Olympia 401, Colerne and return 112 miles in 3 hrs. 50 mins.

A. D. Piggott in Olympia 403, 50-km. triangle in 1 hr. 20 mins. (starting 3 p.m.).

B. Lastowski in Olympia, 8 hrs. 8 mins. in thermals.

TUESDAY, 5TH MAY.—A. J. Deane-Drummond, 300-km. triangle via Cerne Abbas, etc.

G. E. Burton in Skylark III, 200-km. triangle via Keevil, etc.

J. Williamson in Olympia 401 and W. A. H. Kahn in Eagle, both attempted 200-km. triangle and landed on 2nd leg.

D. J. Corbet and J. M. Ibberson in Eagle, to Cheddar and return to Upavon, 122 miles (154 attempted).

J. Merfield, Silver C distance to Upavon.

WEDNESDAY, 6TH MAY.—Westerly flights:—

B. Masters in Skylark III, 135 miles; H. R. Dimock in Sky, 112 miles; Ann Welch in Skylark III, 111 miles; E. G. Shephard in Skylark II, 100 miles; D. C. Snodgrass, 59 miles; C. Dorman in Eagle, 42 miles.

G. E. Burton in Skylark III, Haywards Heath and return, 90 miles in 5 hrs.

Winds over S. England at Noon:—
4th May: Northerly, force 2.
5th May: E.N.E., force 2.
6th May: Easterly, force 2.

Du Boulay's Starting Line for Glider Races

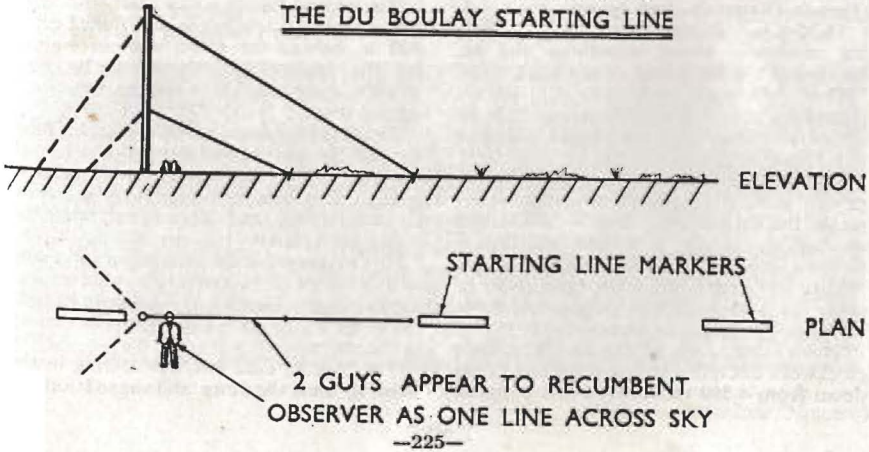
Invented by David du Boulay

IT can be quite difficult to tell when a glider is exactly over a starting line marked out on the ground, and with gliders having times differing by mere seconds it is essential to be as accurate as possible in getting their starting times.

The Du Boulay system facilitates this by, in effect, drawing a starting line across the sky, so that the observer can get the time accurately to half a second. The system can obviously be adapted for turning points and finishing lines which may be crossed at safe heights.

A vertical pole about 12 ft. high is braced by guy ropes. Two of these are arranged one over the other about 6 ft. apart, laid in the direction of the starting line marked on the ground. The observer lies on the ground at right angles to the starting line, with his eyes directly below the two guy ropes, which then appear to him as one straight line across the sky. He is assisted by an identifier provided with binoculars, and a time-keeper who records the time.

The diagrams give an idea of the layout, which can be erected or removed in a matter of five minutes or so.



Wave Flying at Fayence

by Anthea Russell

Since writing this article, the author has been appointed Secretary of the British Gliding Association

JANUARY the 25th, 1959, 8.30 a.m. All the gliders were out of the hangar, in line along the edge of the huge airfield, while the Storch was being warmed up. Before the sun had risen to light up the deep valley surrounded by low rolling hills, we had opened the hangar doors and started pushing out the sailplanes and equipping them. Behind the airfield, perched precariously on the steep hillside, was the village of Fayence, 60 kilometres from Nice in the foothills of the Alps. Although the airsock was flapping idly we knew that the Mistral that we had waited for for so long had come.

9.10 a.m. The red Bréguet 901 was towed into the blue sky. A gentle wind was blowing down the valley, but as the plane climbed up to 900 metres, level with the top of the ridge which blocks the end of the valley, we could see it being thrown about in the turbulence. Then there were hurried last-minute preparations of the oxygen masks, controlling the pressure and the flow, ensuring that the barographs were set and working, and each pilot settled down to wait his turn. The next plane off was the Ka-6, a German glider brought over with two others, Ka-2 and another Ka-6 by two teams of four pilots from North Germany. Next to go was the Nord 2000 (French Olympia)—and so on.

10.30 a.m. I went to see the "Ficelle", the mechanic, about something and he, looking at the log I had in my hand, cried "What? Nobody back yet? . . . it's an exceptional day!" and with a huge grin he strode off to push out the oxygen cylinders to refill as the gliders came in.

By this time there were nine gliders in the sky: a Ka-2, two Ka-6's, one Ka-7 two-seater, the Bréguet 901, three N-2000's, and an N-1300, which is a sort of French Grunau Baby, with a chap on five hours. He had no oxygen, and in the open glider he never went above 3,000 metres, but came back happily after six hours' flight.

The first back was a German. With their clockwork discipline he had come screaming down from 4,500 m. to hand the plane to the next one. The first French machine came an hour and a half later, but with a Diamond. So, all through the day, we pushed gliders back to the start, pumped up the oxygen, sent off and congratulated the pilots as they came back with their Gold and Diamond heights. The score at the end of the day was eight Diamonds, eight Gold heights and the five hours. There were two German national records of gain-of-height and absolute altitude in dual control. They beat the previous record by 1,000 metres but were forced down by lack of oxygen. I believe their height was approximately 7,500 metres (24,600 ft.), but as I suffer from the usual feminine lack of interest in accurate figures, I am not to be quoted.

This was an undreamed-of record even in a club which specialises in winter wave flights and collects pilots from all over the world who are in need of Gold and Diamond heights. Only two pilots who flew that day failed. One had 'flu but could not resist the temptation to fly on such a day when the instructor told him to hop in. The result was a broken N-2000. We were all very upset, as he is an experienced pilot who has been at Fayence four years running at Mistral time trying to get his Diamond, but had never hit off a day like Saturday.

The second failure was a pilot who knew better than the tow pilots and pulled off at 500 m., behind the rotor, without waiting for the pre-arranged signal, so he went straight down and there was no time for a second try.

The wave forms just over the aerodrome, but the lenticular—and there was a beauty—forms over Nice about 30 kilometres south. The Mistral blows for one, three, six or nine days, and they say that when the lenticular appears it is the last day. The rotor (I do not use the expression roll cloud as at Fayence there is often no cloud) moves around during the day, appearing to be near the ridge in the morning and further away in the afternoon.

The Storch, used only for towing in the Mistral, finds the rotor and maps it on the

first "prospection" flight in the morning, and after that he places the sailplanes in front and in the strong lift, avoiding flying through it with a glider on tow. The glider pilot then has to tack to and fro parallel to the ridge till he feels he is nearing the top; his vario should be at about 4 m./sec., and he turns 90° head-to-wind. Then he picks three points on the ground, one at the end of each wing and one in front, and slows down till his ground speed is as small as possible. If he slides backwards he puts on a bit of speed; if he goes forward he slows down; and he must check that he is really head-to-wind with no crabbing movements. Naturally, if the wind is not strong enough, as is often the case, he will move slowly forward and will be obliged to tack back for a few seconds and then position himself again with his three check points.

We were taught that it was extremely dangerous to get even 1 kilometre downwind of the airstrip, to guard against drift, and in fact to work vertically, not horizontally. With the wind we had on the 25th January it might have been possible, by putting on 100 km./hr. or more and losing a lot of height, to push up against the wind. But often the Mistral stiffens during the day and it is unsafe to take the risk. The ground wind is no indicator of the wind at 2,000 m.; in fact, we had Mistral on Friday with the wind-sock wrapped coyly round the post. We had had an awful job to persuade the Germans to take off at all; they suspected a French leg-pull! On that day, Friday, the flights had never got above 4,500 m., but three chaps got their Gold heights.

For myself, unhappily, I am still in the humble, fumble group, so I was taken up in the Ka-7 two-seater, which is a bit like an Eagle; on Friday and Saturday I was passenger in the Storch. But that half-hour flight on Friday will live for ever with me. We took off at 16 hrs., the instructor sitting in the front as we had never flown together before. We cast off the tow at 900 m., placing ourselves parallel to the ridge, and he showed me how to tell where the invisible rotor was by the vario. Once we had turned head-to-wind at about 1,500 m., the vario settled down to a steady 1.20 m./sec. Over 2,000 metres the view became extraordinary. We could see the snow-clad alps, Mont Blanc, the Meige and the range right down to the Mediterranean. The coast of Italy faded into the haze, and Corsica with its huge white mountains rose out of the sea. We saw the Côte d'Azur, Nice, Cannes, St. Raphael, the valley of the Rhône and round again to the Alps. Twenty minutes of wonder—and we went screaming down, air brakes open, to take up a friend before dark.

We were five in the beginner group—i.e. no Silver C—and the instructor managed to give us all a flight in the Ka-7 so that we would know what to do if our chance came next year.

British Pilots are very welcome at Fayence, which is not a national centre. One does not have to take a course for a month as at a National Centre, but flying if you haven't your own equipment is expensive. They are a club, unsubsidised, run like ours, with week-end flyers from Nice and the district, and running courses during the week to keep open. The price to us—I was a member of a Paris club—was 6,000 f. subscription, 120 f. a minute towing, and 10 f. a minute free flight. I



A Bréguet 900 ready for take-off from Fayence, with pilot wearing oxygen mask.
(Photo by R. Bellone, Fayence)

found for a fortnight my flying had cost 15,400 f., which with the new exchange is approximately £12 for 5½ hours' flight. The days when there was no wave were poor, except for occasional ragged mountain thermals.

The season for Mistral at Fayence is January and February. The wave and the rotor are mechanically understood and mapped. If you strike a lucky day you are practically certain to go as high as the wave wants to take you. But to understand what this phenomenon is . . . well, that is another matter. For the last six years they have been working these waves over Fayence, and there is a research group, Government sponsored, at St. Auban, 60 kilometres north, but they are still puzzled.

The old idea that the wave is mechanical is doubted. Why do the warm south winds in the Alps not give waves? Does one have to have a cold wind pushed over a ridge into a sheltered valley? Why do these rotors form? Smoke blowing over a ridge does not form rotors even if the wind is very strong. At Fayence and St. Auban it is only the Mistral that produces waves. The Mistral is composed of the clockwise and anti-clockwise air currents of a depression and an anti-cyclone side-by-side being tunnelled down the narrow Rhône valley. A strong north wind from another source striking the mountain in the same place produced nothing but sink. There are sometimes ragged thermals with the waves. The waves continue at night. One day the sky was covered with cirrus, but it had no effect on the wave. Could the pressure of the compressed air pouring over the ridge trap some warm air in the valley? It appears there has to be a contrast of air and yet the wind can roar through the valley at 80 km./hr. and still there is wave.

All these and many other questions are being asked by the French. Two of the research pilots from St. Auban who landed one night after dark in their specially equipped Bréguets were most non-committal about their work, but they all feel there is a lot still to discover before we understand the waves in the Alps.

NOTES.—British pilots who read this are sure to be saying that it is not fair that French pilots can get their Diamonds so easily! I would like to say that it is not so easy, as it is very seldom that such a wonderful day falls on Fayence when there are so many hopeful pilots there. Most of the French had been three or four years running for their annual holidays, and we, the first years with unfinished Silvers, did not even fly.

INTERNATIONAL GLIDER TRADE FAIR

As has been described in previous issues, the first ever International Glider Trade Fair was staged to coincide with the opening of the 1959 National Gliding Championships.

The Fair was visited by some 2,500 people during the two days on which it was held. Peter Masefield, who officially opened the Championships, visited the Fair and actually bought various items of equipment, including a Cook Compass which has since been fitted in his Chipmunk.

It is difficult to praise the Fair too highly, since the writer of these notes thought of the idea; but, being objective, I feel that it was very well worth while. It gave the members of clubs an excellent opportunity to see the various items of equipment which are produced for gliding, and also gave the manufacturers a chance to talk to their customers. The direct sales at the Fair were not great—Slingsby Sailplanes only sold four gliders—but we did not expect fireworks. Cobb-Slater reported sales of the Cosim and electric variometers as well as Cook compasses; Crossfell Variometers were ordered in quantity; and the Glider Doctor was seen handing out cigars, as were Cellon.

The value of the Fair can be assessed by the fact that all the Exhibitors (twenty-one in number) asked that they might be allowed to come to the next Fair.

I personally would like to see this Fair become a fixture with all future National Gliding Championships and World Championships wherever they be held. The more interchange of ideas and fruitful discussions, the better for the gliding world as a whole.

Tremendous thanks go to Johnny Ward who as Fair Manager put in a great deal of work to make it the success it undoubtedly was. W.A.H.K.

B.G.A. News

B.G.A. Secretary

Miss Anthea Russell is taking over as Secretary as from 13th July, 1959.

National Gliding Weeks 1960

The Association intends to organize two National Gliding Weeks next year, one from 28th May to 6th June (ending Whit Monday) and the other from 23rd July to 1st August (ending Bank Holiday Monday).

Badges to wear

A new improved badge suitable for blazers or flying suits, showing three dark blue gulls on pale blue with a silver wreath, is now on sale by the B.G.A. for 6s.(postage 3d. extra).

National Aerobatic Contest

The London Gliding Club will again hold the Contest this year; the date will be Sunday, 20th September.

Mr. M.B. Emmott of Lockheeds has generously offered to give £50 each year for distribution to the pilots coming 1st, 2nd and 3rd in this contest; they are asked to spend the money on gliding equipment.

Glider Radio Frequency

Due to the present frequency of 131.9 mc/s being a fully international one, the Association has had to accept the M.T.C.A.'s allocation of a new frequency 130.4 mc/s, which is not in a band subject to international planning. The change in frequency will necessitate all owners of V.H.F. equipment changing their crystals, and they should approach the manufacturers of their particular equipment. The probable delivery time of crystals will be about one month and the cost approximately £2 10s. per crystal. Most sets require two crystals. The new frequency was to become obligatory after the National Championships ended, and the Council ask that users should arrange to transfer to 130.4 mc/s as soon as possible. If difficulties arise, members may contact the Association's Radio Co-Ordinator, John Williamson, of R.A.F. Cherhill, Nr. Calne, Wilts.

Claims to Annual Best Flights

You are reminded that claims cards should be forwarded to the Association as soon as possible after a flight takes place. Further supplies of claims cards are available from the B.G.A. office.

Annual Best Flights

THE object of this scheme, in which the best performances of the year to date are published in SAILPLANE & GLIDING, is to encourage pilots to put up the best performances they can, even on days when soaring conditions are not at their best. "Claim cards" are available free from the Secretary of the British Gliding Association, to whom claims should be sent for inclusion in this list. The full scheme was explained by Cmdr. Nicholas Goodhart in SAILPLANE & GLIDING for December, 1957, p. 329.

Single-Seater

Absolute altitude

10th May : P. A. Wills, Skylark 3, 20,000ft.

Gain of altitude

10th May : P. A. Wills, Skylark 3, 18,000 ft.

Distance

10th May : H. C. N. Goodhart, Skylark 3, Lasham-Portmoak. 360 miles.

Distance to goal

10th May : H. C. N. Goodhart, Skylark 3, Lasham-Portmoak, 360 miles.

Out and return

4th May : A. J. Deane-Drummond, Olympia 419, Lasham-Malvern-Lasham, 168 miles.

100-*km. triangle*

22nd April : Mrs. Anne Burns, Skylark 3, Lasham-Thruxton-Welford-Lasham, 27.1 m.p.h.

14th May : L. Welch, T-42, Lasham-Thruxton-Welford-Lasham, 30.1 m.p.h.

300-*km. triangle*

5th May : A. J. Deane-Drummond, Olympia 419, Lasham-Castle Cary-Kingham-Lasham, 34.5 m.p.h.

Two-Seater

Out-and-return

4th May : W. A. H. Kahn and W. G. V. Gallie, T-42, Lasham-Nympsfield-Lasham, 131 miles.

Perseverance Pays

by J. S. Armstrong
Derbyshire & Lancashire Gliding Club

This flight is of special interest as being made on the last day of the National Championships, when soaring conditions were difficult enough for the day's task to be cancelled. Although Stan Armstrong started from a different part of England, he eventually crossed the track of a flight made on the same day by Derek Piggott from Lasham to Fowey.

THE day before the Coronation in 1953 I failed to reach a Diamond goal by a very narrow margin, although qualifying for the Gold Badge. Since then a veritable rash of diamonds has appeared, until at times the club bar looks as though it might be a Hatton Garden pub.

When, therefore, the B.B.C. stated that Whit Monday would be bright and sunny in the west, with some chance of showers and a north-east wind, and none of my partners was present to want Peveril, our faithful Olympia now entering her twelfth year, the time seemed opportune to make an attempt to join the Diamond élite, before both of us became too old. Fortunately no one told me that flying was scrubbed at the Nationals because the weather was no good.

Roy, who was to fly the Gull IV that day, had similar ideas, and we conferred on the best tactics. In a north-east wind the obvious goal is Exeter airport, some 192 miles distant, although this means flying perhaps 30° across wind. As the wind was about 10 to 15 knots this was not too bad. I was tempted to declare the Long Mynd, 75 miles straight down wind, as, although this flight has been attempted a number of times, no one has yet been successful, and the £5 offered to the first club member to achieve success remains unclaimed. However, the diamond glitter prevailed.

We agreed that the best flight plan was to fly over to Mam Tor from the launch, hill-soar until the thermals seemed good enough and then keep on a straight line to Chepstow on the Bristol Channel. It would be necessary to steer about due south between thermals to keep this track, but once across the channel the wind would be nearly behind us for the last seventy miles.

I was duly launched at 11.40, after the usual fumbles for maps, barographs, trailer parts, and wife to drive the car, and arrived at Mam Tor with 300 ft. to spare above the hill. The cement works smoke bellied out into a huge vertical dog-leg as I turned on the first beat, and I made for it at high speed and was rewarded with a somewhat smelly but highly efficient thermal which took me to 2,200 ft. above the hill, or some 3,400 a.s.l. I was just in the base of a shallow cloud at this height, and encouraged by such an auspicious start I turned south and was off. Ten minutes later I was anxiously looking for a landing ground in some particularly nasty-looking country not far from Leek. The altimeter said 1,200 ft. (a.s.l.) and my eyes said 500 ft. (above ground), and the only hope of salvation in sight was a small jagged ridge facing exactly across wind. I soared this quite successfully for a few minutes and actually gained a little height until eventually a thermal came along, small and awkward as thermals are apt to be, but nevertheless going up at about 3 f.p.s. More wary this time, I stayed with the thermal until it petered out completely and absolutely at 3,000 ft. and flying now at minimum sink and watching the A.S.I. like a hawk, I set sail south once more.

The sky was by now 8/8 overcast and looked anything but promising, but I soon received a pleasant surprise which hoisted me to nearly 4,000 ft. This was near the top of the cloud sheet, judging by the light, and for the next half hour I flew steadily south in the murk, sometimes stopping to circle at any sight of green ball, and very occasionally glimpsing the ground or sky. This was tiring, and I was quite glad to eventually burst out into sunshine at 3,000 ft. over some featureless country which had me completely foxed. Rather disturbing, too, was the fact that the next cloud-belt down wind looked about 20 miles away and not very active at that.

I did not know it, but I had already had the best height of the day at 4,400 ft. a.s.l., and was doomed to another agonising descent to 800 ft. and an approach nicely worked out in between curses, when another miracle happened and once again I was at cloud base. I had had little time to look at

maps so far and was quite lost, but reckoned Woverhampton ought to be somewhere in the offing. Frantically searching to port, I happened to glance to starboard and there was a large town rather difficult to distinguish in the slight haze. That must be Wolverhampton, I thought, so I am a bit off track. Five minutes later I knew it wasn't Wolverhampton: it was far too big; I really *was* off track, about twenty miles off, and now had to face the added difficulty of working round Birmingham or crossing it without infringing the airway rules. It was evident that I had over-estimated the wind strength or else my compass was wrong. In fact I think it was a bit of both.

Birmingham was an awkward obstacle in the prevailing conditions, and more than once I was tempted to throw in the sponge, but thermals off the widespread suburbs helped, and eventually I was back more or less on track near Worcester. It was very hazy now, about 7/8 very shallow cumulus, with small, not very active thermals of about 3 f.p.s. occasionally taking one up to 3,000 ft., but mostly petering out at 2,500 ft. All very frustrating as one covered the ground so slowly, and Exeter seemed an impossible distance away. Another very bad patch found me circling desperately in no sink and drifting steadily towards a round-topped hill surrounded by thick woods, which appeared to be about the same height as myself. A nice problem arose: carry on and see if I could clear the hill (would the apology for a thermal I was in rise over the hill?) and trust that there would be a nice field on the other side and not woods, or turn back to a usable field just within reach and thereby abandon the flight? I chose to go on and was duly rewarded by getting back to 1,500 ft. again on the other side.

Another glide brought me in sight of a large, dark shape rising steeply in the haze ahead, and I realised it was the end of the Malvern Hills. It was very nearly the end of the flight too, as I was very low, but just managed to reach the hill lift on the upwind side and soared above the top in fine style. A short wait and two quite good thermals took me in sight of the Bristol Channel feeling a bit happier about the whole thing. Alas for my presumption! The Channel was only about two miles wide when I reached it just short of Chepstow, but 700 ft. was not enough to cross it and survive, and so a peculiar struggle started.

LASHAM — Important News

A new Society **LASHAM GLIDING SOCIETY Ltd.**, has been registered under the Industrial & Provident Societies Act. 1893.

Its function is the entire management and administration of the **LASHAM GLIDING CENTRE**, hitherto under the control of the Surrey Gliding Club, including operating a school for ab initio training and the running of Courses. The date of transfer of responsibility was 20th June, 1959.

Everyone who flies at LASHAM must take at least one five shilling share in the Society.

LASHAM is situated 600 feet above sea level in good thermal soaring country between Alton and Basingstoke, and offers unrivalled facilities:- flying seven days a week, four Staff Instructors, three Tiger Moths for aero-towing, dormitory accommodation and full catering at moderate cost.

Many Private Owner Groups and Gliding Clubs fly at LASHAM. Clubs include the Surrey G.C., Army G.C., Imperial College G.C., B.B.C. Gliding Group, Crown Agents' G.C., Polish Air Force Association Gliding Group, Leighton Park School G.C., 8th Basingstoke Air Scouts. For vacancies on Courses (costing from 12 gns. per week according to season), and for terms for Social and short-term Flying Membership,

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A weak thermal took me to 1,500 ft., by which time I had drifted so far along the north bank that the Channel was too wide to cross, and I had to lose all the height gained in struggling back to Chepstow. After repeating this manoeuvre twice more, I was really frustrated and on the point of resigning, when a life-saver came along in the form of a very rough thermal indeed, which I used half in and half out, not daring to vary the circle by an inch in case I lost it. I got back to Chepstow from this one at 1,400 ft. and crossed over on the way to Bristol. Very low over Bristol, and considering landing at Filton, I caught a good one which I think must have come from the Brabazon hangar, it certainly looked big enough to start one. This was the last decent (?) thermal of the day, and from then on the flight became really difficult!

The sky had cleared considerably, and what cumulus there were looked to be about 3,000-4,000 ft. base and about 1,000 ft. thick, but they were not for me. Try as I would, I could not get much above 2,000 ft. and eventually arrived at Bridgwater at half this height. My blood was up, however, and I didn't even bother to look for a landing field but sailed straight over the town. Towns, villages, quarries and one woodland fire had been my chief source of thermal so far, and Bridgwater followed suit. Very weak lift, but as I was now drifting almost exactly on track I could afford to circle in anything that was not actually red ball. I think all the circling and goggling at the variometer had made me a little bemused, as once or twice I found I *was* circling in red ball, much to my horror. I gained exactly 500 ft. between Bridgwater and Taunton, lost this in getting to Wellington, and gained it again in getting to Cullompton. At one stage I counted 42 very carefully flown circles for no gain in height whatsoever. This was really hard work and somewhat nerve-wracking, as any mistake meant almost certain failure.

From Cullompton I could just see the big bay at Exeter but could not see the town nor the aerodrome, although I knew exactly where they were. However, as the aerodrome was nearly ten miles away and I was at 1,400 ft., sinking steadily, the sight did me no good at all. It was fortunate that the Taunton Vale is easily distinguishable, and that the main road was packed with cars, as I never had time to look at a map after Bristol but kept an eye on the road and railway for navigation. I could possibly have read the nameplates on the stations if I could have stopped circling for a moment.

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Heart in boots, I headed despondently in the general direction of the airfield; the air seemed absolutely dead, although the sun was shining and the time was only 6 o'clock, I could just make out the runway now as the sun shone on the field, but had no hope of reaching it when the final miracle happened. A small, very broken and weak thermal, which was at the same time the finest thermal I ever encountered, wafted me slowly but surely to 1,500 ft. or so, by which time I had drifted past the airfield to the west, savouring its lovely green grass, its splendid control tower with the lovely name EXETER on it in large letters, and the A.T.C. Sedberghs flying gentlemanly circuits from high winch launches. Perversely, I extracted every last inch of height from the last thermal and then made my way leisurely back to the field and after a loop and a half circuit followed a Sedbergh in to a landing by the A.T.C. launching point.

A very warm welcome was given to me by both A.T.C. and Control staff, and a most pleasant evening followed. My wife arrived in the dead of night accompanied by one of our ever willing members, and we quietly folded up Peveril in the moonlight and stole away on the long trek home.

BOOK REVIEW

Weather: By R. S. SCORER. Published by Phoenix House, London. Price 9s. 6d. (Obtainable from B.G.A.)

THIS book is one of a "Progress of Science Series" intended "for Young People (12 upwards)," but there is no upper age limit to those who will profit from reading it. However, they will need to concentrate to get the best out of it, for Dick Scorer is so brimful of ideas that he has to use the utmost economy of words to get them all in.

No other Meteorological text-book ranges so widely and at such unexpected moments. As early as the second paragraph, Mars, Jupiter, Venus and Mercury receive mention, and Scorer asserts, without waiting for confirmation by space travellers: "Our Earth is robed in an atmosphere more beautiful, more varied in its storms and calms, its sunshine and shadow, than any of its near neighbours". And do you realise that air in an anticyclone doesn't really rotate clockwise, but only seems to do so? This is because its anti-clockwise rotation is slower than that of the Earth beneath it.

There have been so many theories of how the electric charges get separated in a thunderstorm, each contradicting all those that went before, that one longs for the question to be settled. Scorer gives the very latest, a mechanism he describes as "one of the most delightful Nature has devised'.' It is quite unlike all the other theories, for it has to do with collisions between ice particles of different sizes and temperatures. Another novel idea is a method of forecasting an increase of wind and cloud by watching the angle of slope of ice trails falling from cirrus clouds.

Only since glider pilots began soaring in waves have the importance and universality of wave motion in the atmosphere been realized, and by no-one more than Scorer, who gives the "four basic cloud forms" as the *heap*, the *streak*, the *sheet* and the *wave*. Yet in conventional cloud terminology, most wave clouds are still called "altocumulus lenticularis", which is no more than a sub-division of a sub-division of one of the four basic forms introduced by Luke Howard in 1803.

These are only a few examples, but the book is full of stimulating material for the mind, much of it directly relevant to soaring flight, and in addition to its 11 chapters are 36 photographs, nearly all of clouds.

A. E. SLATER

Correspondence

SELECTING INTERNATIONAL TEAMS

Dear Sir,

May I be allowed to express a view that does not appear to have been aired in the correspondence on this subject? It does not concern the selection of the actual teams to represent the country, but rather the subject of seeding.

Personally, I can see no useful purpose in publishing any seeding list at all, either preliminary or final. Surely, any pilot with any pretension to consideration for selection knows that his performances are being watched, and that if he has done anything to merit consideration, he will most certainly get it.

In my opinion, when the time comes to select the team and reserves, it would be better if the team were published as a team, and not graded in order of merit, the reserves being published separately.

I am convinced that the teams selected for the recent international contests have had the approval of the vast majority of the gliding fraternity, and have given very little, if any cause for criticism.

The same happy position does not, I am sorry to say, apply to seeding lists, of which I personally have heard considerable criticism.

GEOFFREY BENSON.

GLIDING CLUB STATISTICS

Dear Sir,

Air Commodore Paul's analysis of your excellent extra statistics does indeed give a good clue on relative total efficiency from the angles of cross-country mileage per member and soaring duration—the ultimate objects of Gliding Clubs—and, as a very young Club in somewhat difficult terrain, we were highly gratified to find ourselves in the first nine.

There is, however, the more elementary angle of basic training results for which most Clubs run regular courses, and we were even more gratified when we re-cast your statistics in the light of total A, B and C Certificates obtained :-

Club	*Flying Members*	*Flights*	*Hours*	*Certificates A*	*B*	*C*	*Full C*	*Legs*
LASHAM	659	23,000	3,880	56	65	22	—	20
CORNISH	102	5,117	523	31	31	17	—	12
COVENTRY	113	6,764	969	24	24	9	6	14
LONDON	350	10,280	2,989	22	22	12	7	20
NORTHAMPTON	66	1,798	173	17	17	5	—	—
OXFORD	74	3,865	430	17	17	4	—	2
DERBY & LANCS.	178	4,517	911	13	16	14	1	6
BRISTOL	156	7,170	1,400	16	13	11	5	17

J. W. E. BERRY,
Hon. Sec., Cornish Gliding & Flying Club.

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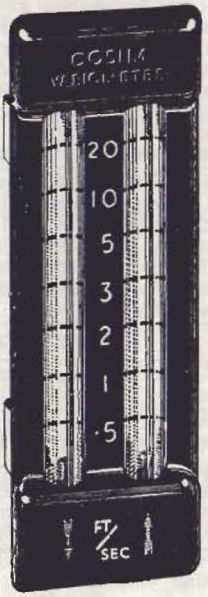
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PUBLICATIONS

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"MODEL AIRCRAFT"—Official Journal of the Society of Model Aeronautical Engineers. Features contest winning model designs, constructional articles, photographs and reports of international and national contests. 1/6 monthly from any newsagent. Send for specimen copy free from "Model Aircraft", 19-20 Noel Street, London, W.1.

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"Weather and Flight"

READERS may remember the appreciative account of a Field Study Course on "Weather and Flight" by Dr. John Elliott in our December, 1958, issue (p. 350). It was held at Preston Montford Field Centre, near Shrewsbury, and was of special value to students of the meteorology of soaring flight.

A similar course is to be held this year from 19th to 26th September, under the direction of Dr. R. S. Scorer, and its object, according to the programme, is to study—

1. Winds and eddies, cloud forms and interpretation of their movements.
2. The flight of insects and birds and their behaviour.
3. The current weather.
4. The use of photography, especially in colour.
5. Flying machines: low speed (gliders), high speed and supersonic flight, space flight.

There will be plenty of outdoor activity, including a visit to the Midland Gliding Club at the Long Mynd.

The all-in fee is £9 5s. Applications for the prospectus, including entry form, should be made to:

The Director of Extra-Mural Studies,
The University, Edmund Street, Birmingham, 3.

Cover Photo Competition

This competition is still on, but not (as stated in our last issue) the cover *design* competition, though the Magazine Committee is still interested in seeing new suggestions for the cover. Photographs submitted for the Cover Photograph Competition should be such as will make a good picture when trimmed to the required shape, which is almost square.

New British Record

According to a report from France on 13th June, Cmdr. Tony Goodhart flew 388 miles in his Breguet 905 from Fontainebleau, near Paris, to Pau, which is near the foot of the Pyrenees, 25 miles from the French-Spanish border. He thus beat the British National distance record of 359 miles set up by his brother Nicholas during the National Championships, but this remains the U.K. local record.

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A Chariot of Wrath

by John Inglesby

"*His chariots of wrath the deep thunder-clouds form.*"—SIR ROBERT GRANT.

IT seemed like a fairly ordinary cloud street, though bits of it were standing up on end like chimney stacks. Inside it, there was a large area of moderate lift, the variometer showing +10 ft. per second, and occasionally popping up to +20. Up to 8,000 ft. it was uneventful . . . simply a question of putting into practice the lessons I had learnt under the hood of a Tiger.

Then rain started to streak down out of the murk, but at least it showed we were still the right way up. Then followed the rattle of hail, but I was too busy concentrating on the instruments to take much notice of it.

Up to 12,000 ft., but we wanted 12,500 to make sure; and then there came a change. Quite suddenly, it became incredibly rough —rougher than I had ever known. It was like a ship being caught in a squall. The vario danced about from +20 to −20, and Cocky was flapping its wings like nobody's business. Obviously we were in the vicinity of a gigantic Wimshurst machine, and sure enough there followed a great white flash, and a crack of thunder. The compass gave up the ghost, being stuck fast on east (and we were hoping eventually to go west!), and on touching the seat, I got quite a nasty electric shock.

Now was the time to leave, but it was easier said than done. Without a compass, there seemed no way out of this vast expanding mass of cloud, and all the while we were being battered with unabated fury. It was no longer funny, and in desperation I opened the airbrakes and, after losing 4,000 ft., managed to escape the worst of it. The compass revived; and so, still in cloud, and with airbrakes retracted, we set course for the west again.

It ended happily. Cocky had made it, with a gain in height of 3,215 metres (10,550 ft.). He is now a fully fledged Gold C-bird.

Well, there you have *my* cu-nim line-shoot. Several others did just as well (and better) that day, so perhaps it is nothing much to crow about. I will say this, though: a Javelin from Boscombe Down was rash enough to fly through the same cu-nim, and got "bent" (see photograph).



A ventral tank of the Javelin after its encounter with the cu-nim.
(Photo by A. & A.E.E., Boscombe Down)

INVENTORS' CORNER

IT would be to the advantage of gliding generally, the Council of the British Gliding Association has suggested, if inventors were encouraged to announce their new ideas, ask for help, or offer suggestions, in the pages of SAILPLANE & GLIDING.

In this age of transistors, miniature valves and other electronic devices, many glider pilots all over the world are trying to invent and perfect new instruments, radios and other gadgets which will be in common use in years to come. A number of people are known to be working on transistor radios (there is one on the market in Sweden designed by Ole Berg which fits into an altimeter case), transistor inverters for

Artificial Horizons, and many other things, at the present moment.

This month's invention is "The Band of Hope," perfected by Wally Kahn, who saw Gerry Smith's in 1952; it is made by Howitt, Esq., Turk Street, Alton, Hants. This is merely a piece of strong webbing with a hook for carrying Skylark and Eagle centre-sections. The webbing is placed over the shoulder and the hook round the main pin, leaving your hands free to steady the wing. Recommended by Philip Wills, who said: "I even got peasants to help me de-rig during the Dutch Nationals without any worries."

In the next instalment we are promised an idea of George Burton, of Lasham, for a circular speed-to-fly chart for Skylark III, and his new plastic internal total-energy head for variometers.

Watch this space and help fill it!

OBITUARY

F. HOINVILLE

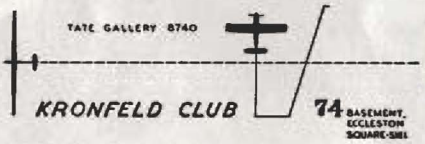
We regret to report the death in an accident of Fred Hoinville, one of Australia's most notable glider pilots, on 19th April at the age of 51. Flying to Melbourne in an ultra-light aircraft, described in some reports as a "powered glider", he had made an intermediate landing at Goulburn, 140 miles from Sydney; but on taking off again he failed to clear the fence at the end of the runway and crashed. He had a passenger, who was injured but not critically.

Fred Hoinville came to world-wide notice when he represented Australia, together with Mervyn Waghorn, at the 1952 World Championships at Madrid, in which he flew a Spanish Kranich solo. He reached 13th place on the second day and finished 26th out of 39 entries in the single-seater class. Shortly afterwards, he flew in the first German post-war national contest at Klippeneck; and later, on the way home, he attended the American national contest in Texas, where he edited the daily news bulletins in true Texan style. His unfailingly cheerful disposition won him friends wherever he went.

In the following year Hoinville started an energetic campaign for keeping the cost of gliding low by promoting the creation of simple, light, small sailplanes, and his ideas will be found in GLIDING for Spring 1953 (p.22) and Winter 1953-54 (p.153.) Here he introduced the conception of the "Minimidget" of 25ft. span and 100 lb. empty weight, and mentioned Dr. August Raspet's calculation that such a machine could have a gliding angle of 1 in 20 and a minimum sink of 1.8 ft./sec. at 26 m.p.h.—provided it was hotted up as much as the RJ-5. Examples of machines in this category which have been built and flown in Australia with his encouragement are the "Joey", which raised the South Australian duration record to 7 hours in thermals, the Marton M-14 marketed by Steve Marton of "Glidair-Sailplanes", the Schneider "Gnome", and Al Backstrom's "Flying Plank". He had hoped the F.A.I. would recognise Minimidgets as a separate class in World Championships.

For a living, Hoinville had a Skywriting business, gave demonstrations of stunt flying, and wrote a monthly feature on gliding in the leading Australian magazine *Aircraft*, which became a vehicle for his highly individual views.

We offer our readers' sympathy to his wife Grace, who is also a glider pilot, and their children. A.E.S.



We hope you have been taking lots of photographs and painting lots of pictures for (a) the forthcoming photographic competition being held from the 24th to 28th August and (b) the painting exhibition and competition being held from the 2nd to 11th November. Prizes will be awarded for both these events and Entry forms and further details can be obtained from the Hon. Sec. at the Club.

The Club is also offering a prize of £2 for a suitable design for our next Christmas card.

The Club has recently purchased a very fine slide projector and a proper screen.

It is intended to hold further meteorological lectures over this coming winter and further details will appear in the next SAILPLANE & GLIDING.

To encourage members to patronise the Club, the coffee bar is now open every Wednesday from 7.30 to 9.30 for the sale of snacks and coffee or chocolate.



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World's Records in Poland

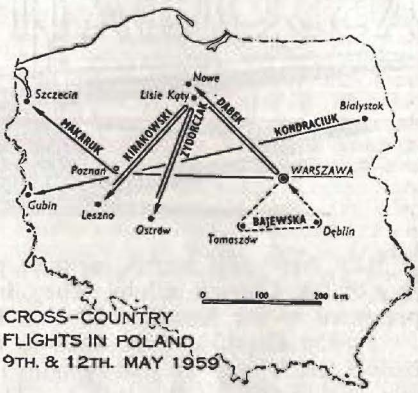
by Adam Zientek

EARLY in May many cross-country flights were made in Poland, bringing especially the well-tried two-seater Bocian (SZD-9) into the news. The more important ones are shown on the accompanying sketch map.

The first two-seater success was obtained with the women pilots Lucyna Bajewska and Tomala, who completed a 300-km. triangle on 9th May. With a good average speed of 61.7 km./h. (38.34 m.p.h.) this performance was reported to the F.A.I. for homologation as the first feminine record of the kind.

Three days later there followed a substantial advance in two-seater goal-and-return performances, in which three Bocians, starting from three different gliding centres, took part. Lisie Katy was the nodal point of these flights. Dabek and Cygler announced their intention to attack Dommisse's eight-year-old record of 435 km. (270.3 miles) and chose the course Nowe-Warsaw-Nowe, 450 km. (279.6 miles). The flight was a notable success and would have qualified as a new world record, if it had not been simultaneously beaten by Kirakowski and Wieniewski, who completed the 487-km. route Leszno-Lisie Katy-Leszno (302.6 miles). (Incidentally, this course, though in the opposite direction, was used for the Polish single-seater record flown in 1955 by J. Wojnar.) A third flight, Ostrow-Lisie Katy-Ostrow, 420 km. (261 miles), with which H. Zydorczak set out to beat the previous national two-seater record, was likewise successful, but was naturally rather overshadowed by the two records already described.

Among the remaining distance flights on 12th May were two successes with Jaskolkas: Kondraciuk, with a flight of 580 km. (360 miles) from Bialystok to Gubin, became the 36th Polish pilot to win a third Diamond; while Makaruk completed a declared dog-leg course Warsaw-Poznan-Szczecin. Both had time and height to spare and only landed because they had reached the frontier. Kondraciuk could have flown another two hours, which would, it is estimated, have enabled him to cover 700 km. (435 miles).



CROSS-COUNTRY FLIGHTS IN POLAND 9TH. & 12TH. MAY 1959

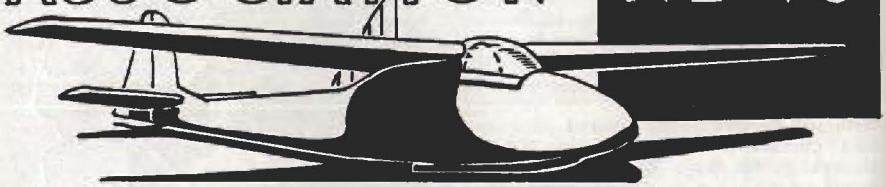
It is worthy of note that, on one and the same day, imposing performances could be made both in straight flight and out-and-return. The wind factor appears to have made no difference on this occasion.

[EDITORIAL NOTE.—Surface winds over Poland were generally E.S.E., force 3, on 9th May and N.E., force 3, on 12th May.]

Those Foreigners

H. G. Wells, writing in the *Daily Mail* after Blériot's crossing of the Channel by aeroplane just 50 years ago, said : "What does it mean for us ? One meaning, I think, stands out plainly enough, unpalatable enough to our national pride. This thing from first to last was made abroad . . . Gliding began abroad when our young men of muscle and courage were braving the dangers of the cricket ball. The motor-car and its engine was being worked out 'over there', ... Over there, where the prosperous classes have some regard for education, . . . where people discuss all sorts of things fearlessly and have a respect for science, this has been achieved . . . . It means, I take it, first and foremost for us, that the world cannot wait for the English." — *Quoted in "Shell Aviation News".*

CLUB AND ASSOCIATION NEWS



CLUB News this month includes photographs of the tie and car badge of the Cornish Club. They had been sent to the B.G.A. to be presented to the Kronfeld Club in London to decorate the bar.

The Kronfeld Club want to make up a permanent display of club badges, etc. ; now all that remains is for clubs to send in their ties, blazer and car badges to the B.G.A. They will be shown in SAILPLANE AND GLIDING and passed on to the Kronfeld Club. We hope that overseas clubs will also send in their badges.

Club News includes news about the Championships, which are dealt with fully elsewhere in the issue, but in the meantime local club flying was continued in varying conditions.

Club News Secretaries please note the last date for club news reports, which should reach me by 12th August, and please . . . typed double spaced on foolscap. The address :- S.E. Ambulance Station, New Cross Road, London S.E. 14.

COLIN MOORE
Club and Association News Editor.

BLACKPOOL AND FYLDE

DESPITE the absence of a report from this Club in the last issue of S. & G., we have not been idle. Training has carried on as usual at Squires Gate Airport. Mike Carey and Bill Kendrick have gained their B Certificates and are now flying the Eon Baby, and David Pollitt has just soloed the Kirby Cadet. Shirley Clapham, Ken Cooper and Gordon Bleasdale have now been authorised by our C.F.I. (Jack Aked) to give passenger flights in our T.-21b. It is to be hoped that they will eventullay qualify as instructors.

After much preparation, we took our T-21b and the portable winch to Nickey Fell, our new hill site, on Whit Sunday for the first time. As previously reported, we have flown the Eon Baby there on several occasions. Unfortunately the wind direction remained unsuitable throughout the whole day, but much valuable experience was gained and everybody returned home highly satisfied with their flights. We went out to Nickey Fell again on 7th June, this time with the Eon Baby, and spent an interesting and instructive day getting acquainted with the hill and its own particular peculiarities. Even though conditions were far from ideal, many members made good use of the available "lift" which was centred over a somewhat narrow area but was, nevertheless, extremely strong.

We are confident that, on expending a

good deal more blood, toil and sweat in levelling and draining, Nickey Fell could easily become an excellent hill site, particularly so on account of the fact that it is the most westerly protrusion of the Pennine Range. The countryside overlooked by the fell between N.N.W. and S.S.W. is entirely flat as far as the sea. In the opinion of several of our Old Hands, this could produce quite interesting conditions.

It would be most remiss if the writer of this screed did not mention the valuable assistance that has been so willingly given to us at the hill site by our local (Scorton) farmer friend Stanley Anderton. Two excellent tractors are placed at our disposal, one tirelessly driven by his 14-year-old son Richard, and the other by his cousin Jack Sumner who is a very staunch non-flying (as yet) supporter of the Club. It will not be our fault if we do not get all three airborne in the very near future. Young Richard has already had flights in the T-21b and is looking forward to the two-seater's next visit to his locality.

J.S.A.

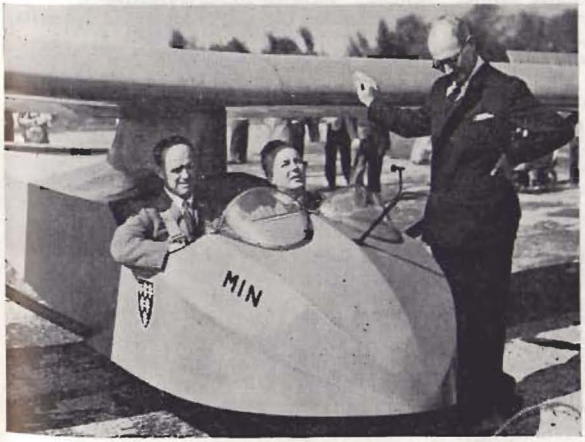
BRISTOL

HIGHLIGHT of the period was, of course, Comps. week, when the Club Skylark 2 flown by Doug. Jones and Alwyn Sutcliffe was placed second in League 2. The other entries from Nympsfield, although not doing as well, gave a good account of themselves, and everyone is now looking forward to the next time.

Since the last report there have been a number of good cross-countries, and on 7th June Bob Perrott gained the first Diamond in the Club by flying the yellow Skylark to his goal at Great Yarmouth. The retrieve was quite notable too; John Cochrane towed the Corrick lightweight trailer with his tuned Morris Minor and averaged 30 m.p.h. and 30 m.p.g., including stops. Several other people have tried to get to Yarmouth, the best attempts being those of Doug Jones and Keith Aldridge, who both reached Skegness. Sutcliffe tried a dog-leg to Lympne via Bicester and Alton but came down at Lewes. Peter Collier, in search of gold distance, has visited Ely, Lasham and back, and Hatfield, in turn. On other cross-countries, Peter Scott reached Honington and Mike Webber flew to Edgehill in the rhubarb-and-custard Skylark, reaching 7,000 feet on the way for his Silver height and distance.

After the Comps. the Tiger Moth was sent for its C. of A., and has now returned resplendent and rejuvenated, to the delight of the C.F.I. It is proving extremely useful and popular, especially as a five-mile tow upwind is needed to make the necessary distance to Great Yarmouth.

The summer courses are in full swing now and we are fortunate in being fully booked until September. It is nice to see course members coming back for the second and third years in succession too. The main task of course instructing is being borne by Noel Harper who has relieved Peter Collier after the latter's efforts for the last three years.



Sir John Wolfenden after christening "Min", the T-21 built by Leighton Park School, Reading.

(*Photo "Berkshire Chronicle"*)

We are pleased to have Tony Deane-Drummond flying with us now with various marks of Olympia 4 and showing us how it should be done. Among other visitors who have dropped in lately was a Skylark 3 from Lasham, and we will be pleased to receive anyone else who likes to declare Nympsfield as a goal.

On the ground engineering side, one Tutor C. of A. has just been completed, and the second Tutor is now in the course of its annual overhaul, together with some major repairs. This will complete our aircraft programme, with the exception of the T-31, for this year.

The two-drum winch is performing well now, but our experiments with solid wire were not too successful. We may try again, though. Latest acquisition is a Jeep, which the mechanical genii intend to return to running order in due course to relieve the valiant Land Rover.

The Club Committee is nearly the same as last year, with Chairman John Cochrane, Secretary Tom Parkes, C.I.F. Alywn Sutcliffe, and deputy C.F.I. Doug Jones in the top positions. We are very grateful to our President, Sir Egbert Cadbury, for supporting us once more in a most acceptable manner.

With the good weather so far, our launches are up on last year's figures; we hope the trend will continue and that this will be a notable year.

A.L.S.

CAMBRIDGE

After a particularly frustrating winter which bordered on hibernation, the Club at last burst into healthy flying activity again in March when 55 hours were flown, this year even without the traditional March Camp at the Long Mynd.

Early in April the two Alexanders and the two Neumanns took the Eagle on a roving camp. Playing chess with the weather they had to move from Lasham to Nympsfield, then to the Long Mynd, and for a stalemate back to Lasham, logging 12 hours' flying and the Eagle's first cross-country flight. On the 29th April Bluebell, the Club's T-21, had her 15,000th launch, a triumph for Mr. Slingsby as well as for Ted Warner who has put the odd rejuvenating touch to her and nowadays does most of the instructing in Bluebell.

In May Gil Phillips, Siegfrid Neumann and George Whitfield flew the Club Skylark II in the National Championships, wishing it were a IIIb. Laurie Vandome and Jocelyn Whitfield as crew helped to make it a success. They did a total of 383 cross-country miles, 21½ hours' flying and came 5th in League 2. On one of his flights George had to do some cloud-flying and gained his Gold C height. After this, back at Cambridge, Graham Spilman and Alan Goodfellow felt that nothing short of a 50-mile goal flight would do for their Silver C distance, and they completed their task by meeting again at Southend.

On 3rd June, when Fred Green and Stewart Johnstone did Silver-C distance flights, Nigel Biggs, an ab-initio trainee, baffled his instructors by taking the Prefect to 6000 feet and staying up for one hour on his first solo flight. Another surprising performance was put up by S. Neumann and G. Spillman in the Eagle on 7th June. After a 66 mile out-and-return flight in a 20-knot wind, they decided to stay up a little longer for various reasons which changed from hour to hour. In the end, it was simply to see how long one could really stay up, and that proved to be 8 hours and 4 minutes. They claim they enjoyed it.

G.S.N.

CORNISH

Our major news for this report is, of course, of our first appearance in the Nationals, but most readers will already have read of George Collins's remarkable climb through cloud when he probably completed his Gold C.

The Nationals were the first occasion when our new trailer was properly tried out. Thanks to the work on it of Harry Hooper and Bill Lewis, our retrieving team were able to report it an unqualified success.

The excellent weather which we have been having so far this year, coupled with the fact of our having two full-time Instructors, has resulted in flying practically every day; courses take place on alternate weeks, and the weeks between are becoming more and more popular with our own members who are able to escape from their other activities. It is increasingly difficult to realise that so short a time ago we started with voluntary Instructors who together could only provide flying on two-and-a-half days a week.

So far our statistics show that we have gained a total of 26 A, B, and C Certificates this year, and 2 Silver C. Tony Edwards took advantage of a rather rough day, when instruction for ab-initios on a course would have been difficult, to do his five hours over our cliffs; and Bernard Warmington did a good cross-country to complete his Silver C—our first within the Duchy.

By the time this appears in print our second Annual General Meeting will doubtless have debated at length a proposed reorganisation of our Committee and Sub-Committees system—the results of which could be quite intriguing . . .



The "resort on our doorstep", Perranporth, had a Beach Carnival at the end of June when we provided an aerobatic display with the Olympia and T-21, plus a parachute drop from the Tiger. We should like to think that we were a "peak viewing attraction", but it must be admitted that the Beach Beauty Contest earlier in the afternoon and the Ox Roasting later in the evening ran us pretty close!

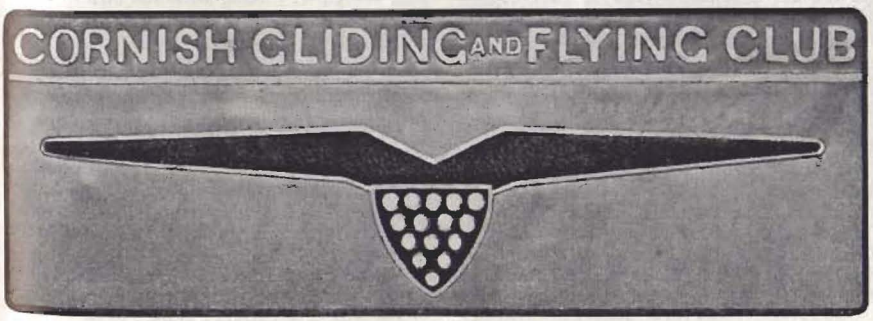
C.M.H.

COVENTRY

We have had to wait until the beginning of June to notch up the first Silver C legs of the year, but on 7th June Alwyn Findon flew his syndicate-shared Olympia from Baginton to his goal at Deene Thorpe, near Oundle, a 39-mile flight which completes his Siver C. Alwyn shared his starting thermal with Peter Martin, who took the club Olympia up to 4,700 feet to gain his first Silver leg.

It is pleasing to be able to record ten C flights achieved since our previous report, including two by lady members—Joan Taylor and Mary Neal. The others, for the record, are Messrs. Meakin, Allison, Aspinal, Kent, Ludgate, Perry, D. Smith and Sadler. The last three have made their first solos since Easter and John Perry gained his C on his first Prefect ride. Further first solos by Messrs. Gladdy and Vaughan bring our total for the year up to mid-June to eight A and B certificates, eleven C's, one Silver C completed, and one Silver height leg.

The experimental period of partial operation at Edgehill has now ended, and all aircraft are now based at Baginton. It is felt that the land at present available is too restricted for extended flying at full club strength, but it is hoped that the Club will



be able to continue to make some use of this promising site. The subsequent transfer to Baginton of the Humber two drum winch has enabled us to indulge in launching with four cables, the winches being positioned about twenty yards apart, and with careful formation work by the Beaver drivers we hope to step up the number of launches both for normal week-end flying and for the first two weeks in August, when we shall be flying on week-days also.

For the first time, some members of the Club participated in the Nationals. Private Olympias were entered by Vic Carr, and by Ivor Tarver and Dr. Gregg, who finished 17th and 24th respectively in League Two, and have been wearing unusually thoughtful expressions ever since. One of the Club's T-21's was also entered to provide a bit of competition experience for four of our members, who were, however somewhat abashed to find themselves conducting the only 21 in the comps., and consequently the subject of introductions on the public address system of the "intrepid birdman" variety ! Vic Carr continued in the competition spirit by setting himself a stiff triangular task on 13th June but the ominous date proved too much for his turn-and-bank indicator, which packed up after cloud-flying to 8,500 feet, and he landed near Moreton-in-the-Marsh, having rounded his first turning-point at Cirencester and covering 70 miles.

P.M.

DERBYSHIRE AND LANCS.

We are delighted to record that Stan Armstrong reached his goal at Exeter from Camphill on 18th May, thus adding a Diamond to his 1953 Gold C. He was flying the privately-owned Olympia Peveril and conditions were far from easy—there was no flying at the Nationals on that day. Stan has been the Hon. Treasurer for so many years that no one really knows when he assumed the burdens of office (this means working on club accounts on most week-day evenings throughout the years).

Bob Frodsham and Denis Ward took their new Olympia for its first cross-countries on the 17th and 18th May. They have installed an interesting adjustable fabric back-rest. Also on the 18th, Roy Illidge in the Gull IV, Bernard Thomas in the Skylark 3b and Bill Elrington in the Sky set out for the Mynd, but ran out of thermals. On 13th June, Bernard reached Ashbourne and Bill landed at Fairford airfield some 115 miles away. On the 14th Bernard flew 66 miles to Bridgnorth.

Tim Bowles, who shares the Krajanek with Richard Godlee, Peter Mackenzie and Peter Gresham, obtained his C on a Tutor. Both "Peters" flew their 5 hour durations on 7th June in the same Krajanek. This is real utilization ! Brian Hollingsworth, a partner in the T-42 syndicate, made his 5 hour flight on the same day, flying a club Prefect.

Jim Hudson and Frank Mullen went solo since our last notes.

This year the Sky, Skylark 3b, T-42 syndicates and a club Olympia team all greatly enjoyed themselves at the Nationals and marvelled at the efficiency of the aero-towing organization.

The only sad news is that the club Skylark 2 has still not returned after its electrocution at the Easter Rally. The pilot was quite unhurt, thank goodness—another point in favour of wood as against metal for sailplanes.

Our very best wishes to Jess Coleshill and Frank Mullen on their engagement, even if we thereby lose our most efficient and ever cheerful membership secretary.

Congratulations on the birth of a son, Richard, to June and Graham Larkin ; a daughter, Allison Ruth, to Dorothy and George Whittaker ; and a daughter Diane, to Rita and Vic Wright.

O.W.N.

HALIFAX

The chaos on the Ringstone site is now showing signs of diminishing and we are seeing the beginnings of order. The new hangar is in use, although still in need of the coat of green paint demanded by the local planning people. With this addition we expect to extend flying time considerably, having previously had to restrict ourselves to Sundays and holidays.

Helping also to improve our launching rate and general efficiency is our recently acquired tractor, a petrol/T.V.O. model, which is carrying the burden of the greater part of our cable retrieving and general towing, supported at times by our elderly Standard.

With schemes afoot to produce a twin-drum winch, we hope to be really in

business before the season is over. To date we have had over 400 launches from this site and, since the last issue, we have had the first C from the site.

Flying over Whitsun proved well worthwhile with a couple of successful open days adding to the club funds. Within the past few days much effort has been put into repairing fabric damage done by our neighbouring farmers' cows, which fortunately restricted themselves to tearing at the wing tips and did not attack elsewhere.

There are whispers of plans of all sorts in the wind, but news of these will be forthcoming when they take on a more solid form.

S.C.

HANDLEY PAGE

WITH the Nationals over, the Club has settled down to normal training once more, launches and hours breaking previous records. Looking back at the Nationals it is seen that much was achieved. First and foremost we built the Skylark trailer, finishing it just in time. Secondly, the Skylark was very fully instrumented and all the teething troubles quickly sorted out. Thirdly, over 400 cross-country miles and 27 hours' flying were achieved during the week's events, putting us 22nd in League 1.

All three pilots scored, with Peter Neilson completing brilliantly both an out-and-return and a triangular task, as well as doing a long trip to the north on the first day. Mike Wilson had two long flights and Geoff Wass also had two, one of which gained him his Silver C distance and the second was a flight along the South Downs to a point north of Brighton. In all a very successful week for all concerned.

Since then, flying has been rather kept close to home, with more people converting onto the Skylark and the Rhönbussard, and a first solo by Alan Wordsworth in the T-31. Much soaring has been achieved in recent weeks by all machines, including the T-31. Also the Skylark has been used for transition-point determination experiments conducted by Paul Langston.

Our main efforts now are being concentrated on preparing members for the coming Portmoak Expedition. By the time these words are read, we will be well on our way, with about 15 members joining the party. Needless to say, all are looking forward to the holiday, for which we have to thank the S.G.U. who have made the thing possible

L.W.D.

KENT

THE club is continuing for the present at Lympne and has had some success at soaring the ridge and cross-country, which has surprised some who looked on the site as a hopeless spot for soaring.

Sunday, 19th April : in a light northerly Roy Hubble, in the club Olympia, declared Firle as his goal. He reached Seaford, 42 miles away ; he proved the "unsoarable" Romney Marshes are soarable. He spent a considerable amount of time out to sea (although being ex Fleet Air Arm not all at sea !) due to the wind drift.

The club's first attempt at competition flying, although not outstanding, gave our three pilots Roy Hubble, Ken O'Riley and Richard Parkinson valuable experience.

The A.G.M. is to be held shortly and the future is still rather uncertain. There is sure to be keen interest to hear what plans to keep the club alive have been formulated.

LONDON

SINCE our last report the best flight from Dunstable has been a Gold C distance and Diamond goal flight by Archie Erskine on Sunday 14th June; he flew to Roborough Airport, Plymouth, in his Olympia, taking just over seven hours. We believe this flight may be something of a record as the whole flight was done in blue thermals. Other good flights that day included a flight of 97 miles by Chuck Bentson in the Skylark III to Bruton in Somerset, and a Silver C flight by Peter Burford of 118 miles to Weymouth in the Olympia ; Peter also collected his height on the way.

Other Silver C flights qualifying for both height and distance have been made by T. A. McMullin, who flew the Prefect to Chipping Ongar on the 10th April ; Brian Sacre, who took the Olympia 93 miles to Leiston in Suffolk on 7th June; and Peter Langford, who reached Lasham in the Olympia the following week-end. A Silver C height was gained by Ken Bence in the Prefect, and durations have been achieved by Messrs. Martin, Stack, Bird, Collinsplatt, Pozerskis, and F/Lt. Kurylowiczk, the last two being visitors from the North-

ampton and Chilterns gliding clubs respectively.

C flights have been made by Messrs. Abrahams, Warman, Gerrard and Hull.

Sunday 7th June was a record day for us, as we flew over 120 hours and had nearly 160 winch-launches plus aero-tows; both these figures beat our previous best by a substantial margin.

During this period we unfortunately have had to say goodbye to John Everitt, who has been our C.F.I. for some years; everyone is very sorry to see him go, and all of us at the L.G.C. wish him the very best in his new job. He hasn't deserted completely, as we still see him some week-ends trying to play the part of an ordinary club member.

We are holding the "National Glider Aerobatic Competition" again this year on Sunday, 20th September.

J.F.W.

MIDLAND

OUR annual dance held in Birmingham on 10th April proved to be its usual success with a full house, and we were delighted that Mr. & Mrs. Slingsby were able to be present.

The club awards for the past year were presented by Mrs. Hardwick as follows. The Siam Trophy, for the longest flight from The Mynd, to Ron Rutherford, who went to Lowestoft, 196 miles. The Neill Trophy, for the best ab-initio pilot, to Margaret Price. The Sheffield Trophy, for the best gain of height in a club aircraft, to Bob Swift. The Maxim Trophy, for the year's most outstanding performance, to Wilbur Wright and Mike Randle, jointly, for flying their 300-km. distance.

In addition to the usual awards, our chairman also made a presentation to John Harnden, our Course Secretary, in recognition of all the hard and conscientious work which he has done for the past four years, in so many ways, to increase the club funds. It is interesting to note that, as early as March this year, all fourteen camps which we run were booked but for a few places,—which also speaks well for the popularity of the Mynd for gliding holidays, especially as so many nowadays are regulars. The camp last to be completed as this goes to press has been an all-time record for hours flown. From 7th to 12th June, 140 hours were flown by camp members.

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Our cable-retrieving winch has, at long last, cut its way through red tape and arrived at the Mynd, where it brings back the cable approximately thirty times to a gallon of petrol.

On 16th April David Benton landed on the Clee Hills in a Silver C distance attempt, and Bob Swift did an out-and-return to Shrewsbury, 32 miles. Jack Minshall had a go at his 100 km. distance on 7th June, but landed halfway. On 13th June Mike Randle completed his Gold C with a diamond, with a climb to 11,800 ft. in cloud, which brings our Gold C pilots to four. C. Green landed at Baginton in an attempt to get to Cambridge on 7th June. Clive Shippam, attempting his 100-km. distance, landed at Leominster on 12th June : 22 miles.

At the club A.G.M. on 12th April, the committee were returned with only one change, and our chairman R. L. Neill was unanimously re-elected for a further year.

C.G.

MOONRAKERS

SINCE the appearance of our last notes in in the June issue, the Club has been going "great guns" and there is much news to report.

Before flying her in the Nationals, John Williamson entered the Elliotts' Olympia 401 in the Long Mynd Easter Rally where he came third. The retrieving arrangements for this expedition were extreme luxury, what with Dick Stratton's magnificent vehicle, the large Elliotts trailer (which in addition to housing the glider provided sleeping accommodation for some of the crew) and a 50ft. tow rope for defeating the mud.

The R.A.F.G.S.A. contingent, with the Moonraker element, arrived at Lasham a week before the Nationals for a period of practice flying. During this week Ken Fitzroy flew a Skylark 3b to a declared goal at Perranporth, gaining his final Gold C leg and a Diamond. The events of the Nationals have already been adequately covered in print; for us, there remains only the need to congratulate our pilots, Ken Fitzroy and John Williamson, on their performances during the competitions and on their final placings which were 13th and 9th respectively. John also won the prize for the best 5 metre performance in League 1.

After the Nationals, Club activities resumed their normal routine. On Sunday, 31st May, Geoff Chandler was launched in the Grunau in the hope of completing distance and duration legs of his Silver C. He was forced to land after 4 hours 40 mins., but he reached White Waltham, comfortably outside the 50 Kilometre circle.

John Steele, by virtue of his age, has for some time past quietly accepted the presence of an instructor on all his flights. On 3rd June, his 16th birthday, he was able to dispense with this unnecessary deadweight and not only obtained A and B Certificates but, on his second solo, kept the Tutor up for half an hour to gain a C.

The following Sunday (7th June) provided some excellent soaring. The G.S.A.'s new Olympia 419, recently allocated to the Club, was soared for a total of six hours by our senior instructors, who well deserved a break from their unselfish devotion to duty. Eric Reeves flew the Gull 4 across to Lasham to get his Silver C distance and John Dack wound the Tutor rapidly up to cloud base to get a C in no uncertain manner. At one stage his flight caused some consternation among the instructors, who visualised the unbraked Tutor with no turn-and-slip disappearing into a fast expanding cloud.

Eric Reeves, who has been our competent secretary for a long time, has had to relinquish this job as he is now absorbed in courses which are turning him into a Britannia captain. However, he is still within hailing distance of Upavon and we hope he will soon complete his Silver C.

Finally, we are sorry to lose our C.F.I., Ken Fitzroy, who is shortly leaving this country for a tour in the U.S.A.; the Club wish him the very best of luck for the future. We are lucky in having John Williamson available to take his place.

K.C.

NEWCASTLE

ON Sunday, 3rd April, two cross-countries were done by Doug Collinson and Andy Coulson. Doug, who was launched at 11.30, had decided to try for Sutton Bank and was soon on his way, landing there at 1.30, closely followed by Andy in the Skylark 3 who, although he

had been launched an hour later, made better time on the way, taking an hour and ten minutes for the trip.

While the two Skylarks were on their way to the Yorkshire Club, the rest of the machines were making the most of things, "Sandy" Sanderson and Norman Revell having flights of 50 and 30 minutes in the Olympia and Jimmy McQuillan and Alan Pratt one of 40 minutes in the T-21.

On 4th April Doug kept the Skylark 2 up for 40 minutes, none of the others reaching the 20-minute mark. On the 12th thermals were again in evidence and we got down to some more soaring. Albert Newbury and Alan Pratt in the T-21 started the ball rolling with a flight lasting for 25 minutes, followed by Andy Coulson in the Olympia and Ian Paul in the Skylark 2, who stayed up for twenty minutes each. Later on, after some fumble trouble had been sorted out, Doug in the Skylark was airborne for 75 minutes and reached 3,500 feet, and George Carr and Alan Pratt in the T-21 reached 4,000 feet during a half-hour flight.

An innovation which took place during April was an evening of flying devoted entirely to passenger flights, when Dave Wilson brought a bus-load of his friends along to the field, but the evening was spoilt by low cloud and rain. Everyone managed to have one trip before the cloudbase came down too low, but they all enjoyed it in spite of the conditions.

There hasn't been much thermal activity since the end of May, but there has been enough to enable Jimmy McQuillan, Frank Rodwell and Bob Fleuret to get their C's in the Tutor and Andy to do his usual couple of hours "local" soaring to celebrate his return from Lasham.

Still there's half of June to go yet, and with any luck it should be as good if not better than the rest of the month.

L.A.C.

NORTHAMPTONSHIRE

AFTER a very depressing winter, the fortunes of the club have recently taken a marked turn for the better : after a couple of months at Twinwood guest-flying, we moved to the Royal College of Aeronautics at Cranfield, at the invitation of Wing-Commander McClure, to whom we are deeply indebted. A good launch rate has been achieved, and the certificates have begun to roll in. Luxury hangarage

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has been given us by Mr. Lucy, of Napiers, and on this first-class site we are at last enjoying some first class flying.

Since our last report, four B certificates have been obtained, by A. Barrow, R. Hawkings, G. Morris and R. Spokes; and another four have got their C : D. Jones, W. Petch, J. Swain and B. Sykes. June 7th was a great day for us ; Frank Pozerskis got his Silver C distance leg by going to Cambridge in the Skylark II off the first launch of the day ; in the afternoon W. Busby reached 4,800 ft. in a Tutor (but Frank had the barograph !) ; and we were very happy to receive a visit from Dan Smith, from Dunstable via Huntingdon and Bedford.

Thanks to an enormous amount of work by our C.F.I. and our Chairman, with the active and powerful intervention of Philip Wills and others of the B.G.A., it would now appear that we are to be allowed to take over the site at Poddington, near Wellingborough, for which we have been working for so many months. It is hoped that the agreements will be signed in time for us to start there in September. A site and premises of our own will completely alter the complexion of the club.

We have just heard that Ken Pearson, C.F.I., with G. Pentelow and J. Saunders will be flying our Skylark II in the A.T.C. Championships at R.A.F. Newton, and we wish them every possible success.

B.C.H.

SCOTTISH G.U.

AFTER a spell when it had begun to look almost tidy, Portmoak has been plunged yet again into another upheaval of "improvement". An arrangement was made recently with a contractor looking for somewhere to dump 1,500 tons of earth to dump it on specified areas of the airfield, provided he levelled it afterwards with a bulldozer, and put on topsoil. At the moment Portmoak looks as though it were infested by a gargantuan breed of moles, and the approach road we were so proud of has been virtually destroyed by lorry traffic. However, when the work is completed we hope we shall have eliminated the many watery expanses which are a frequent feature of the Portmoak scene. Not long ago one young loch became so permanent that a couple of swans came to live on it, making a very picturesque addition to the natural charm of the place, but not very handy for driving a tractor through.

A lot of thought is being given at the moment to Clubrooms and finding the money for them. A sub-committee has produced several plans, but so far, unhappily, nobody has been able to produce any money. Meanwhile we are pressing on with the lavatory block. This suffered a major set-back when the roof blew off at a critical stage of construction, and more recently a cow fell into the septic tank. Nevertheless, opening day is not far off.

So far this year we have no major cross-countries, though several good days have produced local soaring. Our best day was 3rd May, when Tom Docherty several times took the new T-21 to cloudbase at 6,000 feet, once with a television photographer, who got excellent pictures but nearly died of cold. Ian Sproul in his Skylark and Tom Davidson in one of his rare trips in the Olympia both got their Silver C height legs.

Nick Goodhart's arrival at Portmoak from Lasham on the first day of the Championships created great excitement and provided some welcome publicity. It was very pleasant that our first-ever visitor to reach us by air should have done so very well in the process.

This year is the twenty-fifth anniversay of the S.G.U. and several suggestions have been made how the occasion might most suitably be observed, inlcuding a two minutes' silence. Nothing has been decided yet, but we shall let other clubs know about any function we arrange, and visitors will be very welcome as usual.

W.S.A.

TAUNTON VALE

WE are very pleased to have at last acquired a T-21—ex Lasham. This must be about the only second-hand T-21 which has been on the market recently; we expect delivery by the second week in June. The addition of this two-seater should greatly assist our training programme and also give the chance of offering some more advanced instruction.

To enable us to get the T-21 and T-31 into our small hangarage without de-rigging, extensive alterations have been made, and now, with the aid of special trollies, they can just be squeezed into the building. Unfortunately the Tutors still have to be de-rigged. We are very much

indebted to Reg Chubb and his willing helpers for the hard work they have put in, and the speed with which they completed the job.

During May and early June Miss Kelsey and Messrs. Knowlman, Fielden, Austen and Chubb gained their C's in the very rough thermals of the recent easterly winds. We consider this as a good start for 1959, as we gained only one C in 1958. A few weeks ago, during a violent thunderstorm, a Tutor's wings were extensively damaged by hail which was as large as marbles. It required all members present to hold the two gliders on the ground at the height of the storm.

The club's first syndicate is busy building a trailer for their Swallow which has been promised for delivery in August.

Press and I.T.V. were present when the Mayor and M.P. for Taunton visited us recently and from them we got valuable publicity. Our M.P., Mr. Du Cann, has given us active support in our fight against the building of a road across the airfield.

Already this year we have run two successful courses, with two more to come and our number of launches is increasing each month. With the additional two-seater, and given reasonable weather, we look forward to 1959 being our best yet.

P.E.B.

WESSEX R.A.F.

CLUB members thoroughly enjoyed themselves at the Nationals and during the practice week before the contest at Lasham. We are grateful to the Lasham Gliding Centre for its hospitality.

In the week before the Nationals, which was practice week for the R.A.F. entrants, Sgt. Gough and Gp. Capt. Kearon, the former flying an Olympia 419 and the latter a Skylark 3b, each gained the Gold C and Diamond for goal flights to Perranporth. Throughout the whole period of practice and contest flying the following notable flights were made by club members :—

Sqdn. Ldr. Croshaw (Gull IV) : Hawkinge, Tavistock, Henstridge, Rotherham, Tiverton.

Flt. Lt. Allen (Olympia 2) : Newquay, Sherborne.

Cpl. Newholme (Olympia 2) : Bude, Melbourne (Nr. Derby), Tarrant Rushton.

Gp. Capt. Kearon (Skylark 3h) : Perranporth, Okehampton, Sutton Coldfield, Monmouth.

Sgt. Gough (Olympia 419) : Perranporth, Walsall, Tenbury Wells, Honiton.

Cpl. Longley (Olympia 2) : Stonehenge.

Sgt. Gough was placed 8th in the Nationals and 2nd in the Inter-Service Championships, took a first in the out-and-return race to Oldbury Castle and a 2nd in the out-and-return speed flight (Kidlington return), and was a member of the winning team of three who won the Inter-Service Team Championship.

Cpl. Newholme got a 1st in the League 2 free distance event.

Sqdn. Ldr. Croshaw got a 4th in the League 2 free distance event, a 6th in the distance along a line through Trevose Head, and a 7th in the pilot-selected goal event, and was placed 11th in League 2.

Gp. Capt. Kearon was placed 14th in the Nationals and 6th in the Inter-Service Championships, and got a 4th in the distance along a line through Trevose Head (League 1).

At the conclusion of the Nationals the American Schweizer was flown by Sqdn. Ldr. Croshaw and Daphne Lane. The French Breguet 905 (Fauvette) was flown by Sqdn. Ldr. Croshaw and Gp. Capt. Kearon.

Since the Nationals Sqdn. Ldr. Croshaw got his Gold C and Diamond with a goal Flight to Full Sutton (Yorks). He followed this up with a cross-channel flight to Gravelines (between Calais and Dunkerque).

We were pleased to record that we have had visitors from the Cornish Gliding Club from far-away Perranporth. It is said that they only visited us to collect all the empty Cornish Cream tins which were lying around after so many Andover members returned from flights to Perranporth.

J.D.

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