Sailplane and Gliding

2/6

August 1960



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SAILPLANE AND GLIDING

OFFICIAL ORGAN OF THE BRITISH GLIDING ASSOCIATION

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Peggy Mieville, Ann Welch, Philip Wills.

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Cover Photograph.—*At the opening ceremony for the World Gliding Championships at Butzweiler, a band in medieval custume marches past the British team. Behind is part of the long line of sailplanes, including the British Skylark 3f (No. 6) and Olympia 419 (No. 7) and a Dutch Skylark 3 (No. 8).—Photo by Schirne, Dusseldorf.*

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Another great

"SKYLARK III" *success*

Congratulations to our friends of the Argentine Team for their wisdom in choosing the "SKYLARK III" for their pilots, and to Rudolf Hossinger, the World Gliding Champion 1960 for his consistent performance throughout the Contests at Butzweiler, Germany.

"The right man, in the right place, at the right time with the right sailplane . . . . SKYLARK III – *of course!*

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National Gliding Weeks, 1960

THE most successful Whitsun National Gliding Week held by the Cornish Club at Perranporth makes a good augury for the August weeks to be held by the London Club at Dunstable, the Yorkshire Club at Sutton Bank, and the Coventry Club at Edgehill.

These events, held every other year, between the National Championships, have established a firm hold in the gliding calendar, for not only do they give many smaller clubs the experience of running contests, but they also provide an opportunity for gliding enthusiasts to fly at clubs which are too far away for a week-end visit to be practicable.

In 1958 the Scottish Gliding Union found out from the performances of visiting competitors much about the possibilities of their new site at Portmoak, and in 1960 the Cornish Club at last got real evidence that the coveted 500-km. flight from Cornwall across the whole breadth of England to Norfolk is indeed a possibility.

By bringing the whole scope and picture of what can be done in motorless aircraft to the notice of a wider public, National Gliding Weeks also serve to broaden the base of the whole movement. It used to be thought axiomatic that no gliding club could prosper unless a population of at least 100,000 people could be found within a radius of 30 miles from its site. That this is no longer true is largely the result of local publicity and interest roused by events such as these; and in fact it seems nowadays that, if only a suitable site can be secured, a handful of hardworking enthusiasts can establish a sound gliding club almost anywhere.

Britons want to glide—the major obstacles are a spineless government policy which favours land acquisition by every interest before that of sporting flying, and the insatiable demand of the professionals that no-one should be allowed in their air other than themselves. We sometimes wonder if they like us even breathing it, without their permission.

The World Championships

IN a World Championship contest there may be many pilots who deserve to win, though only one can do so. The 1960 winner, Rudolfo Hossinger, is to be congratulated on his well-earned victory. Then there was Edward Makula, who was in the lead two-thirds of the way through, with his fellow-countryman Jerzy Popiel close behind; these also deserved their initial success for the perfection of their technique in flying *au pair*.

The esteem in which our own Nicholas Goodhart is held is not confined to this country but is international, as everyone knows who heard the ovations he received, first when he scraped across the finishing line to reach top place on the last contest day but one, and later at the farewell party in Cologne.

In the Standard Class congratulations are deserved especially by Heinz Huth, the winner, for his consistently good flying, George Münch for a stout effort, and Adam Witek for nearly becoming Champion twice running.

NEWSLETTERS ON THE CHAMPIONSHIPS

by Ann Welch

At intervals during the World Gliding Championships the British team leader, Mrs. Ann Welch, sent a newsletter to the British Gliding Association describing the day-to-day happenings at Butzweiler Airfield, Cologne, from the point of view of the British team, and below we reproduce most of the text of these communications.

The weather charts and commentary on the weather of each day on which tasks were set have been supplied by Mr. C. E. Wallington, of the Meteorological Office, who was a member of the team.

Newsletter No. 1: Monday, 30th May

THE British Team arrived at Butzweiler early in the afternoon of Sunday, 29th June, having left Ostend at 5 a.m.

Our first view of the airfield consisted of a forest of radio masts looking particularly ominous in the steady drizzle. We were cheered, however, by being met at the gate by Andy Gough and Tom Potts.

Butzweiler airfield is long and narrow with a single runway, and a metal planking perimeter strip parallel to it. This is quite deafening to drive over, and since the living quarters are at one end and the only meeting place a café at the extreme other end with the trailer park in the middle, it is used quite a lot. The radio masts, about 50 in number, are on the airfield behind the trailer park!

The organisation is, as usual in world championships, by no means ready, and as yet there is no sign of retrieve control or, for that matter, any championship "centre of gravity". However, they are all most helpful and cheerful and obviously working like mad. Andy Gough has been absolutely wonderful, not only helping the organisation but looking after us in every way. He has even produced a Weihe for David Ince to fly.

Everyone eats in the huge camp theatre, and the food is good. The waiting is done by girls who are at college and university in Cologne, who are enjoying the unusual job. Whether they will still be so enthusiastic after three weeks is doubtful.

Most of the competitors are now here, but the Russians, Hungarians and Canadians are not coming, and Yugoslavia will only have one (Mrak) who will fly in the Open Class.

Flying started today after the rain stopped, but it is still very cloudy and cold. The Dornier tugs pull the gliders up very quickly, using ropes about 30 metres long.

All the Team are fit and doing final finishing jobs on the gliders such as polishing —a little different from one pilot who was heard wondering out loud whether he couldn't improve his glider in time if he altered the wing shape!



Briefing at Butzweiler: the British team in the foreground.



Good relations existed between Ann Welch, manager of the British team, and Dr. Ernst Frowein, the task-setter.

Newsletter No. 2: 1st-2nd June

Gradually the pattern of the Championships is sorting itself out, and the weather is better. The conditions are anti-cyclonic with haze and a not very deep convective layer.

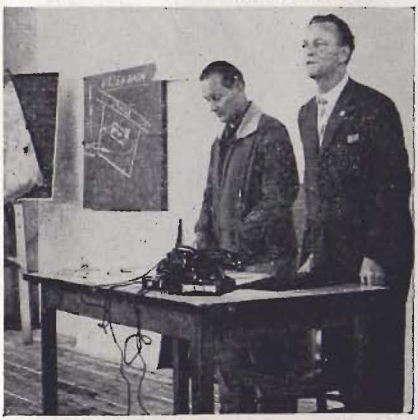
Yesterday pilots flew away in order to investigate the turning-points, which are by no means prominent features of the landscape. Several pilots got lost, and there were a number of unpremeditated out-landings. Tony D.-D. did a 60-mile out-and-return and Nick stayed more locally for 5½ hours, finally landing at 6.30 p.m. There was a spontaneous competition to be the last pilot down, and finally only Nick, the two formating Spaniards in Ka-6's and the Italian Skylark 3 were left floating about. Finally Nick reached the ground, with the brace of Spaniards 30 seconds after him. The Italian then won this bit of gamesmanship by doing two circles with his brakes out before he too flopped to earth.

WEDNESDAY, 1ST JUNE.—Today there is a task. It is an out-and-return to Dahlemer Binz (known already as Daimler Benz) 131 kms. to the S.S.W. By 2.30 everyone was away, including all our pilots, although going slowly, and there were a number of re-landings.

Six pilots only completed the course, including Nick and Tony Goodhart. Our greatest opposition seems at present to be the Polish Zefir pilots, Haase with the Phönix, and René Comte in the Swiss Elfe. Barbera also is showing signs of being in top form.

THURSDAY, 2ND JUNE.—Task, 200-km. triangle. Launching began at 11 a.m., and our pilots have all gone away. Weather hazy with mainly dry thermals.

Tony Gaze of Australia, whose tailplane was broken yesterday in corn, will soon have a new one, brought by Paul Minton to Ostend during the night. A German Air Force helicopter loaded with Andy Gough is on its way to bring it in from Ostend.



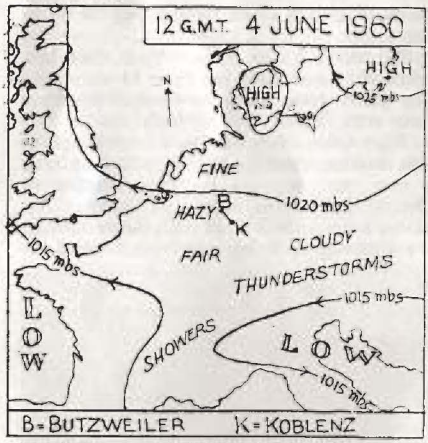
The interpreter, Herr H. Lange, relays Dr. Frowein's words in English and French.



Major Gerhard Wernicke, in charge of the Luftwaffe at Butzweiler (right), with three of his staff.

Newsletter No. 3: Tuesday, 7th June

I am writing this on the rest day following the third flying day, which has given us two actual contest days. The British Team is in good form and doing well. Everyone is fit and the general Champs atmosphere a happy one.



4TH JUNE.—*Actual soaring conditions over route Butzweiler to Koblenz and return:— Scattered cumulus clouds, base* 6,500 *ft., tops* 7,500 *ft. Thermals mainly dry but moderate to strong. Some short thermal streets orientated approximately* 140°-320°. *Wind direction at flight levels* 140°, *speed* 10 *knots at* 1,500 *ft.,* 20 *knots at* 3,000 *ft.,* 5-10 *knots at* 6,000 *ft. Slight smoke haze.*—C.E.W.

SATURDAY, 4th JUNE

FIRST CONTEST DAY.—Task: Out-and-Return, 172 kms. (107 miles) to the S. along the Rhine to Coblenz. Nearly everyone got back, as the weather was very good indeed, and the positions at the end of the day were Makula and Popiel, Poland, 1000 points (they were given combined first place, as there was only one second between their times); Schreder, U.S.A., in the high-speed HP-8 was third with 933 points; and Hossinger, Argentina, fourth with 899. Tony D.-D. got 885 points and Nick 850. Only three pilots failed to get anywhere at all in the marking, and two of them are big rivals—Mrak, Yugoslavia, and Johnson, U.S.A. Owing to the marking system this puts them very nearly out of the serious running, as it will be almost impossible for them to catch up.

Tony Goodhart in the Standard Class was 10th with 755 points, the first being Fritz of Austria, in the nice-looking Standard Austria with the V-tail. Tony's position is quite satisfactory for the first day.



Tony Goodhart and his crew: George Burton (L.) and Toby Harrison (R.).

The task was just about perfect for the opening day, as it got everything off to a successful start. The first take-off was not until 12.30 owing to the opening ceremony. This went off well, and consisted of the arrival first of all of a magnificent band in red medieval costume of halbardiers (or something), with their drums pushed on little trolleys. They were a fine sight marching past the line-up of gliders. The speeches were not too long and the Union Jack was the right way up (just in time). There was one minor crisis, which the organisers could not have foreseen, when the press photographers' helicopter blew all the numbers off the time-of-start board!



5TH JUNE.—*Actual soaring conditions over route Butzweiler-Droverheide-Morenhoven-Butzweiler:—Generally poor. Dry thermals up to 2,000 ft. only until 1 p.m. Then weak thermals up to 3,000 ft. and occasionally to 4,000 ft., but generally cloudy conditions spread from the south. Vigorous convection with thunderstorms in the late afternoon occurred at medium levels—too high to provide useful soaring conditions.*—C.E.W.

SUNDAY, 5th JUNE

On the second day the weather was not so good, with the risk of big cumulus development and a lot of overcast. The overcast won. The task set was a 100-km. triangle, which introduced in that type of weather the maximum opportunity for luck and the minimum for skill. Everyone was most relieved when no-one made the first turning-point and the day was classed as "No Contest".

This did not mean that the day was dull. Every glider had its three launches, many of them after out-landings. As the temperature was in the 80's, re-rigging in minimum time was hot work, and the team was very glad of its visitors from England, who worked like blacks. Tony Gaze (Australia) had a moment of interest when approaching a field: the other Australian glider shot underneath and landed in his chosen spot. He turned to one side at the last minute and knocked off the skid and cut his leg on the instrument panel, but the aircraft was repaired by midnight. Some fields had four or five gliders in them, with farmers tearing their hair in all directions, as most fields are crops of one sort or another.

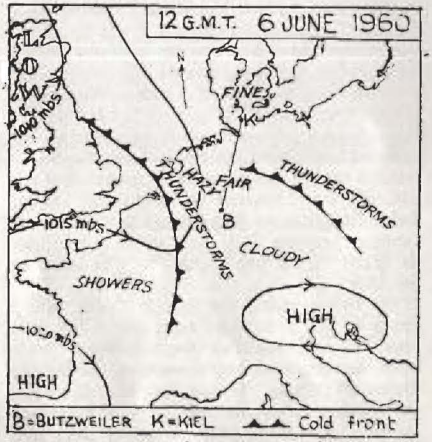
On this evening the British Team gave a party in the little field near our billet. At least 12 nationalities were present from both teams and organisations, involving about 60 people. It was very enjoyable for all with a Swedish accordion and a Yugoslav guitar. At midnight the party was still continuing in a small musical way, but by this time all the British had retired to bed.

TAILPIECE.—On this day, which was classed as "no contest", Tony G. landed in the Beethoven Park on the outskirts of Cologne. He telephoned back and the organisation wrote down the information and put it on his board. After a snappy retrieve, and a fresh start, Tony landed in



Hurrying off to briefing: Nicholas Goodhart, Philip Wills (on a week-end visit), Tony Goodhart and Ann Welch

the Beethoven Park. He telephoned and the organisation wrote down the information and went to put it up on his board. "Oh", they said, "we already have this information," and dropped the paper lightly into the waste-paper basket!



6TH JUNE.—*Actual soaring conditions over route Butzweiler to Kiel:—Slight haze with mainly dry thermals near Butzweiler. Soaring conditions tended to improve along the first half of the route; vigorous convection clouds with bases at about 6,000 ft. developed, but cirrus clouds spreading out eastwards from a cumulo-nimbus cut off the sunshine from a large area near Osnabruck. Thunderstorms moved eastwards across the southern half of the route. Sea breezes brought cool, stable air inland north of the Elbe.*—C.E.W.

MONDAY, 6th JUNE

The third flying day gave better weather, and the task setters gave distance along a line through Kiel, some 400 kms. away, which was generally down a very light wind, but along the line of best weather. It was an excellent choice. No-one reached Kiel, owing to sea breezes, but some half-dozen pilots got across the Elbe. Unfortunately, the Spanish pilot Juez broke his glider in landing on the far bank of the Elbe after touching water.

The results show the really serious opposition from the Poles and Argentina in the Open Class, with our pilots next and Haase (Germany), the last Champion, just behind. Schreder, the American who did so well the first day, fell to earth about 100 km. from Butzweiler, and although he rushed back for another start, was too late to get away again. This means that now both the Open Class Americans are probably out of the serious running.

In the Standard Class, Tony Goodhart landed some 15-20 km. north of Cologne, and came rushing back for a second go. From trailer arriving to airborne was exactly six minutes. He then went like a bomb, and eventually landed with the bunch which just didn't get across the Elbe. He found in the long final glide that his Skylark 2 did appreciably better than a Fauvette with whom he flew.

This day has sorted out quite a lot of people, as those who fell by the way early on, or even as far as half-way, will lose a lot of points.

John Willy has really got the radio organised, and we are able to keep in touch with pilots up to 50 miles away, and by plotting their progress, plus any other information that we get from the other teams' radios, can work out times of return, arrival and turning-points, etc.

[Tony Goodhart subsequently admitted flying in cloud this day and voluntarily surrendered his points.—ED.]



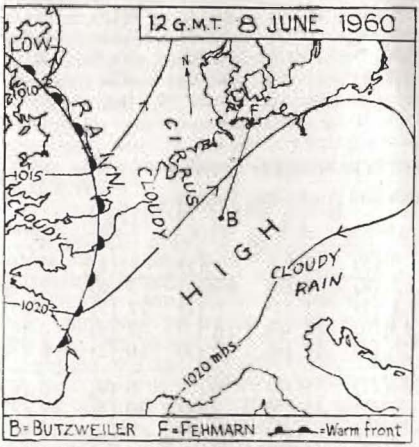
Front row: the German Navy supplied observers for the starting line and turning points. Back row: some of the Luftwaffe tug-pilots.



Scene at the starting line.

Newsletter No. 4: Sunday, 12th June

Today it is raining and so there is time to write about the assorted dramas of the last few days.



8TH JUNE.—*Actual soaring conditions over route Butzweiler to Fehmarn:—Generally very good; 3/8 cumulus, base 6,000 ft. Strong thermals. Some cloud streets orientated almost along the route. Tailwind component 15-20 knots. Cirrus clouds spreading from the west did not cover the route until late afternoon.*—C.E.W.

WEDNESDAY, 8th JUNE

The 3rd Contest day, Wednesday, produced Free Distance. The obvious direction was N.E., back to Hamburg, and rapidly the gliders disappeared. The day was extraordinarily good, and only very few competitors were unlucky enough to fall by the way. At base our plot from the pilots' radio position reports showed that by 11.30 they were averaging over 40 knots; later their speed increased to 50 knots. Radar plots came through from the organisation showing the bunch of gliders moving steadily N.E. towards the island of Fehmarn. Nick was flying magnificently, and reached the last field in the island, 491 kms. away (305 miles), about 4 p.m. and one hour ahead of everyone.

Then it happened; and in future it will be known to the local inhabitants as "The Night the Gliders Came!" Nineteen gliders landed on the island, 15 in the last field. Fortunately the ferry boat was a big one. Great fun was had by all—even the locals who tried to sell the same bed to *all* the arrivals. Four pilots went on into Denmark in search of Gold C's, although they only got competition marks to the border.

Drama occurred as a result of Dick Schreder's (U.S.A.) last radio message: "I am 600 ft. over the Baltic." The German Navy sent out seven search ships, and nothing was heard until the East German D.F. radio station, which co-operates with Kiel in rescue matters, replied that Schreder was in a village east of Lübeck. By tea-time next day he was on his way back to Butzweiler, the East Germans having allowed the trailer and crew in to fetch him without trouble. He said he had a comfortable night.

All our pilots arrived back in the course of the next day, which was, of course, a rest day, and after some general equipment maintenance went early to bed.

Next day, 10th June, the weather was too bad for a task, with rain and low cloud. This cleared somewhat in the evening.

DAILY PLACINGS IN THE OPEN CLASS

Pilot	*Nation*	*4th*	*6th*	*8th*	*14th*	*15th*	*16th*
Hossinger	Argentina	4 (4)	3 (3)	13 (5)	17 (6)	2 (2)	4 (1)
Makula	Poland	1 (1)	1 (1)	1 (1)	1 (1)	10 (3)	2 (2)
Popiel	Poland	1 (1)	2 (2)	1 (2)	2 (2)	10 (4)	3 (3)
N. Goodhart	Gt. Britain	8 (8)	4 (4)	1 (3)	12 (5)	1 (1)	8 (4)
Jonsson	Sweden	15(15)	10(11)	11(11)	10 (9)	5 (6)	7 (5)
Ortner	Argentina	9 (9)	9 (9)	13 (8)	16 (8)	3 (5)	12 (6)
Jensen	Denmark	14(14)	11(10)	1(10)	8 (7)	14 (9)	5 (7)
Müller	Switzerland	17(17)	12(12)	15(12)	15(11)	15(11)	1 (8)
Haase	Germany	7 (7)	7 (5)	1 (4)	5 (3)	13 (7)	13 (9)
Marchand	France	10(10)	5 (7)	1 (6)	6 (4)	20 (8)	14(10)
Comte	Switzerland	6 (6)	19(16)	10(15)	9(15)	15(17)	6(11)
Bar	Israel	11(11)	16(13)	12(13)	11(12)	15(14)	9(12)
Deane-Drummond	Gt. Britain	5 (5)	8 (6)	9 (7)	19(10)	15(10)	19(13)
Gaze	Australia	18(18)	13(14)	17(14)	13(16)	12(16)	11(14)
Johnson	U.S.A.	19(19)	14(19)	1(16)	14(13)	7(12)	17(15)
Schreder	U.S.A.	3 (3)	20(15)	18(17)	3(14)	8(13)	20(16)
Tandefelt	Finland	12(12)	6 (8)	16 (9)	20(17)	9(15)	16(17)
Mrak	Yugoslavia	20(20)	15(20)	1(18)	7(18)	15(18)	10(18)
Ferrari	Italy	16(16)	17(17)	19(19)	18(19)	6(19)	18(19)
Seyffert/van Bree	Holland	13(13)*	18(18)*	19(20)*	14(20)	4(20)	15(20)

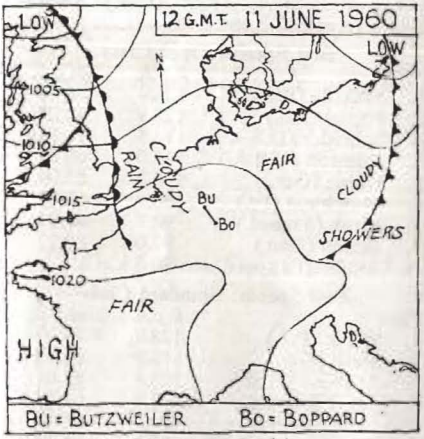
DAILY PLACINGS IN THE STANDARD CLASS

Leading 15 pilots and the British and Australian Entrants

Pilot	*Nation*	*4th*	*6th*	*8th*	*14th*	*15th*	*16th*
Huth	Germany	5 (5)	5 (5)	1 (3)	2 (3)	1 (1)	3 (1)
Münch	Brazil	28(28)	3 (8)	1 (6)	19(15)	5 (3)	2 (2)
Witek	Poland	2 (2)	1 (1)	1 (1)	1 (1)	17 (5)	1 (3)
Sejstrup	Denmark	8 (8)	13(10)	11 (8)	16 (7)	2 (4)	4 (4)
Juez	Spain	3 (3)	6 (4)	17 (4)	8 (5)	10 (2)	6 (5)
Toutenhoofd	Holland	9 (9)	24(21)	1(18)	6(13)	6 (9)	5 (6)
Resch	Austria	4 (4)	2 (3)	19 (5)	4 (4)	20 (7)	13 (7)
Silva	Italy	20(20)	18(18)	28(15)	14(12)	7 (8)	10 (8)
Fritz	Austria	1 (1)	7 (2)	1 (2)	5 (2)	27 (6)	— (9)
Harrold	Rhodesia	17(17)	19(19)	23(14)	27(14)	11(11)	9(10)
Rautio	Finland	18(18)	27(25)	25(20)	11(18)	4(10)	15(11)
Biklo	U.S.A.	6 (6)	33(26)	12(22)	22(23)	3(13)	12(12)
Ara	Spain	30(30)	4 (9)	13 (7)	32 (9)	24(14)	7(13)
Andreae	Holland	13(13)	31(29)	1(23)	3(19)	9(12)	19(14)
Xhaét	Belgium	26(26)	17(16)	1(12)	23(11)	28(16)	20(15)
Rowe	Australia	12(12)	9 (7)	21 (9)	34(17)	16(20)	15(20)
A. Goodhart	Gt. Britain	10(10)	11(11)*	20(28)	7(26)	14(26)	28(24)

The figures given under each date (in June) show, first, the placing in that day's contest and, in brackets, the placing in the whole Championships up to and including that day. When the same placing is shown for two or more pilots their points are equal.

* Points earned on these days were subsequently cancelled.



11TH JUNE.—*Actual soaring conditions over the route Butzweiler to Boppard:—Mainly weak thermals and small cumulus at low levels with prefrontal medium and high cloud spreading from the north-west. Wind at 3,000 ft., 270°, 12 knots. Hill-soaring over west-facing slopes just possible until mid-afternoon, when the low-level winds over the Rhine valley backed and decreased in speed.* —C.E.W.

SATURDAY, 11th JUNE

In difficult weather a task was set: Distance along a line to the south through Karlsruhe, largely along the Rhine. Better weather was promised to the south, and it was important to try to get away early. Nick had last choice at start time, but found a gap in the spacing shortly after 10.30. Tony G. had first choice and took 10.30. D.-D. selected 10.36. The sky was grey, with one or two feeble cumulus lying raggedly below the alto-stratus. All our pilots went straight off away from the site after the tow, although there was nothing to circle in. Nick managed to reach some smoke which took him up, but D.-D. was already too low to get there. After this he struggled on, using weak thermal lift and hill lift over the hills above the unlandable Rhine Valley, and steadily scraped his way for 93 km. to Boppard, sometimes only 50 ft. up. This was quite fantastic, as only one other pilot in the Open Class and one in the Standard Class managed over 50 km., and they were off course. Everyone else fell to earth 20 to 30 km. away, or failed to get away at all.

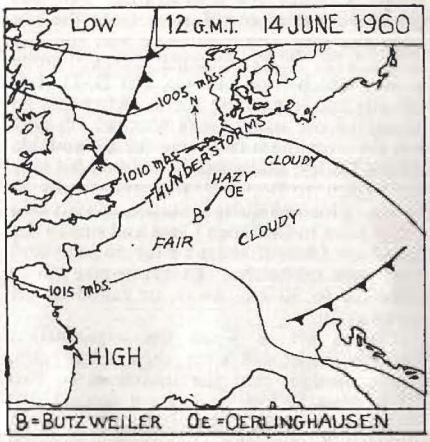
Drama set in when the organisation became undecided over their own rules. Some thought that the minimum of two pilots over 50 km. to make a contest day should be projected. In which case it would not be a contest day. Others said that the 50 kms. was pure distance, without projection penalties.

Everyone is full of praise for Nick's flight, which was a quite outstanding display of sheer skill. This matter was, of course, of very real interest to the British Team, since it puts Nick into a lead of over 600 points. Before this day the top seven competitors were jammed into the 300 points from the top. The position now would be: Nick 3,782 points, Makula 3,173, Hossinger 3,142, Popiel 3,129, Haase 2,933, Jensen (the other pilot who exceeded 50 kms. in the Open Class) 2,881, Marchand 2,729, and D.-D. 2,728.

[The points this day were, after all, cancelled, as the International Jury subsequently decided, after discussions to be referred to in a separate article, that it was not a Contest Day.—ED.]



The American radio station on the airfield.



14TH JUNE.—*Actual soaring conditions over route Butzweiler-Oerlinghausen*:—3/8—6/8 *cumulus at* 3,000 *ft. at first, rising to* 5,000 *ft. during the day; tops* 7,000-11,000 *ft. The convection cloud spread out to form sheets of stratocumulus in places. At Butzweiler the sky was overcast between* 1 *p.m. and* 3 *p.m. Late in the afternoon a thunderstorm moved eastwards across the first half of the route. Wind at* 5,000 *ft.*, 230°, 20 *knots.*—C.E.W.

Newsletter No. 5: Thursday, 16th June

TUESDAY, 14th JUNE

The task was a race to Oerlinghausen, 151 kms. and downwind. The weather was good, with strong thermals. After three days of no flying, this was a disappointing task, corresponding to a League 2 task in our Nationals. It was done in 1 hour 15 minutes by the Poles and introduced a considerable amount of luck, since it only required a minor delay in finding one thermal to make a big difference to the results. Fifty-one out of 55 gliders completed the course; Nick and Tony Goodhart arrived making average times, but Tony D.-D. unfortunately had to land two-thirds of the way there.

This day confirmed the Poles' lead, although they would not have regained this lead had 11th June not been discarded.

Leading totals for four days.—Open: Makula (Pol.) 4,000, Popiel (Pol.) 3,962.4, Haase (Ger.) 3,629.5, Marchand (Fr.) 3,548.1, N. Goodhart (G.B.) 3,528.0. Standard: Witek (Pol.) 3,956.9, Fritz (Austria) 3,747.1, Huth (Ger.) 3,654.0, Resch (Austria) 3,566.2.

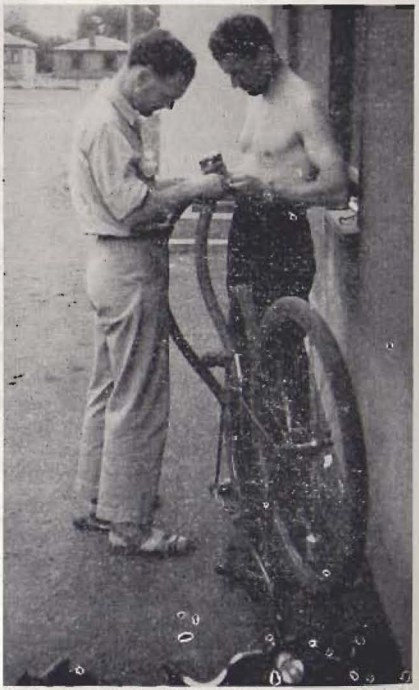
Best Speeds: Open Class

Pilot	*k.p.h.*	*m.p.h.*
1. Makula (Pol.)	126.4	78.44
2. Popiel (Pol.)	125.9	78.23
3. Schreder (U.S.A.)	114.5	71.15
4. Johnson (U.S.A.)	114.0	70.84
5. Haase (Ger.)	106.2	65.99
6. Marchand (Fr.)	100.9	62.70
7. Mrak (Yugosl.)	98.7	61.33
8. Jensen (Den.)	97.0	60.27

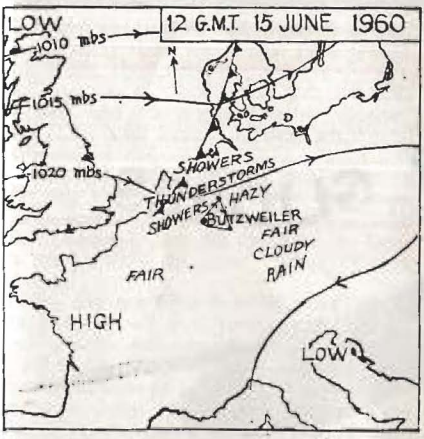
N. Goodhart's speed was 90.6 k.p.h.

Best Speeds: Standard Class

Pilot	*k.p.h.*	*m.p.h.*
1. Witek (Pol.)	128.7	79.97
2. Huth (Ger.)	111.6	69.35
3. Andreae (Holl.)	108.8	67.61
4. Resch (Austria)	107.4	66.74
5. Fritz (Austria)	104.9	65.18
6. Toutenhoofd (Holl.)	99.5	61.83
7. A. Goodhart (G.B.)	99.0	61.52



Andy Gough (right) helpful as ever, assists Ken Owen with his second-hand bike.



15TH JUNE.—*Actual soaring conditions over route Butzweiler - Hamm - Hirzenhain - Butzweiler*:—3/8—5/8 *cumulus at* 5,000 *ft., tops* 8,000-9,000 *ft., occasionally up to* 20,000 *ft. in showers affecting northern sections of the route. An extensive sheet of high cloud associated with a thunderstorm spread across the Hamm region during the day. During the afternoon a thunderstorm developed just west of Butzweiler and moved almost along but slightly to the south of the last leg of the route. Wind at* 5,000 *ft.*, 280°, 15 *knots*—C.E.W.

WEDNESDAY, 15th JUNE

Before the day was over we had had the most dramatic moment of the Championships so far. The Task was a 300-km. triangle to the east (via Hamm and Hirzenhain) and the weather was fine with cumulus and the chance of spreading-out, and also some thunderstorms. It seemed a rather big task for the weather, but it was a great relief to have a task that was really up to World Championship standards. Everybody got away soon after 10.30, but the Poles selected rather later times than most others. At base we set up our radio plotting station, set out planning maps, and large-scale retrieving maps, and waited. At the first turning-point there was a thunderstorm. Nick got through just ahead, and D.-D. couldn't make it and landed there as did several others. The Poles and Haase landed about one-third down this second leg. The country here is hilly and very undistinguished from the navigational point of view. The weather sorted out several more, and by the second turning point there were less than ten left in the running—but amongst them Nick.

Our plot gave Nick an average of just over 30 knots, and he kept up this speed very steadily. As the day wore on and more landing reports came in, excitement started to mount. At base it started to rain from the fringe of a thunderstorm, and the air became very cold as the big area of down-current enveloped us. It began to seem impossible that Nick could get through this last big area of sink. At about 21 km. away from the finish line he was only at 2,000 ft. Then he managed to get a little lift and at nearly 20 kms. out he came over the radio with: "Final glide-in now; it seems marginal." Seconds became minutes, and minutes seemed hours. The local radar gave three gliders east of Cologne City. We then saw Nick—miles away and very low. Then Huth came over the line, and we lost Nick from sight. Then we picked him up again, very low indeed, approaching from behind the hangar. Then the hangar got between him and us.

By this time everyone on the entire airfield had stopped what they were doing and were watching and waiting. "Wally" Wallington and I were in the car near his approach path, as it seemed impossible that he could make the airfield.

The appearance of the 419, as it floated steadily on through still air, seemed majestic and leisurely, and utterly belied the pounding of hearts both in and out of the cockpit, because he was so desperately low. He crossed the perimeter track about the height of a man, and he was safe; but still had to cross the line. This seemed quite impossible, and the 419 could only have been kept airborne by the willing of the British team and everyone else present as well. He crossed the line, flying very slowly, 20 centimetres

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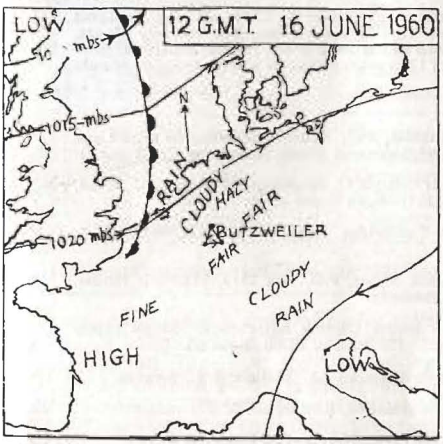
high, and was fully landed within 20 metres. Immediately there was a roar of applause, and work absolutely stopped everywhere. This success of Nick's was tremendously popular and the words "Poetik Yustise" and "This is for June 11th" were heard in all accents.

Only two other gliders got back, a German (Huth) and a Dane (Sejstrup), which meant that the only three countries which succeeded on this day were the same as the fateful 11th June. More "Poetik Yustise".

This day put Nick into 1st place, about 200 points ahead, with Hossinger, Argentine, 2nd, and the Poles 3rd and 4th.

All this excitement has allowed little time for simple news of simple folk. All the team are well. John Willy is now known as the *Rundfunkfettlemeister* and Wally has his local met. properly organised.

A moment of high diversion for the base crew occurred when D.-D.'s wheels hung up on take-off. We told him over the radio and having got some lift he came back over the airfield to drop them. When, at nearly 3,000 ft., he said, "I am going to try to get rid of my wheels," it was obvious which other radio tents were snooping on our frequency: their occupants came bounding out in a panic. I watched through binoculars as the wheels were jerked free and followed them down into a cornfield. They never bounced again.



16TH JUNE.—*Actual soaring conditions over route Butzweiler-Dahlemer Binz-Hummerich-Butzweiler. Fair with moderate thermals at first, but cloudy conditions associated with the advancing warm front soon spread from the north-west. By 2 p.m. light rain was falling at Butzweiler, but during the mid-afternoon a temporary break in the frontal cloud sequence allowed a spell of sunshine just long enough to restore weak to moderate thermal soaring conditions over some sections of the route. Wind at 5,000 ft., 270°, 15 knots.*—C.E.W.

THURSDAY, 16th JUNE

A 200-km. triangle to the south via Dahlemer Binz and Hummerich with a small weak summer warm front going through the course between take-off and landing times. Nick had to go late, and his only chance of getting away at all was to miss the starting line and hope that no-one got back, and the day would become a distance day. So far this has happened but the weather is perking up, and it might be possible for second-go people to get round. We are keeping our fingers crossed as Nick has landed too far away for a second chance, we think.

This is as far as Ann Welch's last Newsletter takes us, as it had to be posted in the afternoon. Eventually no-one in the Open Class completed the course, though Müller of Switzerland landed only nine km. short of the finish with the oldest type of machine in the contest—a Weihe. The two Poles were about 35 and 38 km. short, but Hossinger, 50 km. short, was close enough behind to maintain his lead over them of the previous day, so reached the top in the total reckoning, Nick Goodhart having dropped behind the Poles into 4th place.

In the Standard Class, Witek (Poland), Münch (Brazil) and Huth (Germany) completed it, the first at 27.4 knots and the others at 18 and 17. Huth, nevertheless, maintained his top position which he had reached the day before.

FRIDAY, 17th JUNE

The nearest rivals of Hossinger in the Open Class and Huth in the Standard hoped for one more chance of an assault on the summit when a task was set:—twice round a 100-km. triangle. A layer of low stratus was expected to break at 1 p.m., and did so soon after. But thermals were confined to the lowest few hundred metres, mostly over the camp buildings, and the two Champions remained safe from challenge after all.

OPEN CLASS: FINAL RESULTS

Place	*Pilot*	*Nation*	*Sailplane*	*Points*
1	R. Hossinger	Argentina	Skylark 3	5,102.9
2	E. Makula	Poland	Zefir	5,079.1
3	J. Popiel	Poland	Zefir	5,020.7
4	H. C. N. Goodhart	Gt. Britain	Olympia 419	4,856.5
5	I. S. Jonsson	Sweden	Zugvogel 4	4,443.6
6	J. S. Ortner	Argentina	Skylark 3	4,399.4
7	H. Jensen	Denmark	Ka-6	4,141.4
8	B. Muller	Switzerland	Weihe	4,016.5
9	E. G. Haase	Germany	Phönix	4,001.9
10	M. Marchand	France	Breguet 901	3,774.7
11	R. Comte	Switzerland	Elfe	3,238.2
12	M. Bar	Israel	Zugvogel 3	3,184.4
13	A. J. Deane-Drummond	Gt. Britain	Skylark 3F	3,180.7
14	F. A. O. Gaze	Australia	Skylark 3b	3,074.5
15	R. H. Johnson	United States	RHJ-6	2,992.9
16	R. E. Schreder	United States	Airmate HP-8	2,891.4
17	H. Tandefelt	Finland	Ka-6BR	2,881.4
18	J. Mrak	Yugoslavia	Meteor 60	2,555.9
19	G. Ferrari	Italy	Skylark 3b	1,825.8
20	E. van Bree*	Holland	Skylark 3	1,669.3

*E. van Bree flew on the last three days only, having taken the place of F. Seyffert, who retired owing to illness and whose marks were not counted in the final totals.

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STANDARD CLASS: FINAL RESULTS

Place	*Pilot*	*Nation*	*Sailplane*	*Points*
1	H. Huth	Germany	Ka-6BR	5,619.1
2	G. Münch	Brazil	Ka-6B	5,237.8
3	A. Witek	Poland	Foka	5,201.9
4	N. Sejstrup	Denmark	Ka-6BR	5,001.8
5	L. V. Juez	Spain	Ka-6	4,843.7
6	W. Toutenhoofd	Holland	Ka-6	4,474.2
7	H. Resch	Austria	Standard Austria	3,998.1
8	G. Silva	Italy	M-100 S	3,989.3
9	J. Fritz	Austria	Standard Austria	3,907.6
10	E. J. Harrold	Rhodesia	Ka-6	3,869.9
11	O. Rautio	Finland	Pik 3c	3,787.2
12	P. F. Bikle	United States	1-23E	3,701.1
13	M. Ara	Spain	Ka-6	3,699.4
14	S. W. Andreae	Holland	Ka-6	3,655.9
15	A. Xhaét	Belgium	Mucha Standart	3,407.7
16	J. Jalkanen	Finland	Pik 3c	3,402.5
17	C. Junqueira	Brazil	Ka-6B	3,396.4
18	T. Johannessen	Norway	Olympia 401	3,263.0
19	J. Lacheny	France	Breguet 905	3,254.6
20	R. S. Rowe	Australia	Ka-6BR	3,229.2
21	L. Brigliadori	Italy	E/C 39	3,141.3
22	P. A. Persson	Sweden	Zugvogel 4a	3,051.3
23	M. Doutreloup	Belgium	Ka-6B	2,958.8
24	G. A. J. Goodhart*	Gt. Britain	Skylark 2	2,843.6
25	D. Arbar	Israel	Ka-6	2,818.0
26	I. Silesmo	Sweden	Ka-6BR	2,811.8
27	I. Oda	Japan	Ka-6	2,717.2
28	P. Filipusson	Iceland	Ka-6	2,709.1
29	D. Barbera	France	Breguet 905	2,588.5
30	H. Böttcher	Germany	Ka-6BR	2,562.9
31	A. Gründisch	Switzerland	Breguet 905	2,532.9
32	J. Arteman	Argentina	Breguet 905	2,444.4
33	J. A. D. Friis	Denmark	Mucha Standart	1,926.6
34	A. Jardeny	Israel	Skylark 2	1,909.8
35	E. B. Mathisen	Norway	Zugvogel 4	1,043.7

*Tony Goodhart sacrificed one day's points for reasons given in the text.

Two concluding ceremonies for the World Championships were held on Saturday, 18th June. At the first, on the aerodrome in front of the grandstand, the two Champions, Rudolfo Hossinger in the Open Class and Heinz Huth in the Standard Class, were presented with their trophies as each stood on a dais, and the two runners-up in each Class then joined them. As each of the six stepped up, his national anthem was played, the Polish one being heard three times. A lively party followed in the evening at the Gürzenich in Cologne, at which further presentations were made, including a magnificent chronometer for Nicholas Goodhart. An out-and-return steamer trip along the Rhine to Remagen and back provided an enjoyable finish on the Sunday.

Two Spring Flights in a 419

by Peter Scott

TASK selection is very difficult. I suppose it is right to set oneself ambitious objectives, but in my log book abortive attempts seem to follow one another with disappointing monotony, though they all produce enjoyable soaring and new experience.

The wind was in the north-east for a long period this spring without providing many outstanding days. Easter Saturday, 17th April, however, had its moments. Loose fluffy cumulus was forming at Nympsfield by 9 o'clock, so I declared Camphill and return, and was launched in the Olympia 419 at 10.45. I set off at once from 2,000 ft., scraping northward against the wind. The lift was weak and I could not get more than 2,700 ft. a.s.l. (2,000 above site) for the first hour. Three times I was down to 1,000 ft. a.s.l. It took me an hour and a quarter to get the first 20 miles to Tewkesbury, but then the conditions suddenly improved and I pushed along under streets of little flat bun-like cu., scarcely stopping to circle.

After Birmingham and Blythfield Reservoir (not yet marked on the map), cloud base gradually rose until it overtook the inversion; but it was still possible to fly in streets of blue thermals. About 30 miles south of Camphill the haze thickened and navigation off the half-million map became difficult. Twenty miles south of my turning-point, over a cement works which I believed I had identified by its railway, I met the Gull IV (No. 34) high above me in the same thermal. It would have been nice to ask him the way.

After that I was quite lost. A railway viaduct crossed a sizable river, but nowhere within 50 miles could I find such a thing marked on the map. There was nothing for it but to soldier on, though never having flown from Camphill, I felt far from sure of recognising it. Perhaps I had passed it already. I searched the map in panic for landmarks beyond. As I looked up from it, there on my right was a circling Skylark, and directly ahead, with four more sailplanes above it, lay the Derby and Lancs. Club, its members pinpointing the local thermals, one of which conveniently was directly over the field. I joined it with the R.A.F. Olympia, slithered about while I took my photographs, and then climbed to 4,800 ft.

I had previously decided to land at Camphill if I reached it so late that the return flight was impossible. It was now a quarter past three. The outward journey against the wind had taken 4 hrs. 22 mins. It seemed just possible to get back if the wind did not fall too light, so I headed south again.

The return was uneventful—blue thermals all the way with occasional whispy puffs whose thermals were dead by the time tney appeared. When I came to the wide vale of the Severn the air was ominously smooth, and the occasional thermals were giving barely 300 f.p.m. At Kidderminster I had the choice of following the river towns—Worcester, Tewkesbury, Gloucester—or diverting slightly to the west, to the Malvern Hills, whose western faces were still at right angles to the sun and in the wind-shadow from the light north-easterly airs. It seemed the right thing to do. From the top of a 300 f.p.m. thermal which gave 4,300 ft. I headed for Malvern. One more like that and I would be home. First Malvern town at 2,800—delayed sink; then the sunny side of the "hog's-back" ridge—a burble at 2,300—three circles—still 2,300.

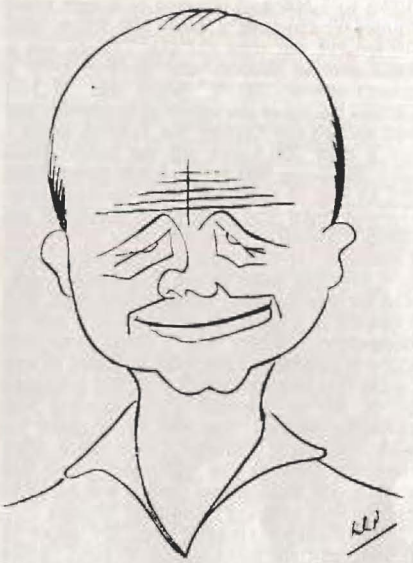


So it was not to be. All that was left was a glide-out across the wide river valley. The new "Ross Spur" Motorway produced nothing but a tiny village further out in the vale gave 100 f.p.m. from 800 a.s.l. to 1,500 before it petered out altogether. I arrived at Gloucester at 500 ft. and circled over a selected field embedded in the spider's web of power cables. In the lee of the City there was a large area of no sink. With 1,000 ft. more to explore the City roofs, I have no doubt I could have climbed the extra thousand to get home. Instead I landed nine miles short of the British and U.K. out-and-return records, after 7 hrs. 9 mins. in the air. The distance flown was 215 miles at 30.7 m.p.h., and the return leg had taken 2 hrs. 39 mins.

There are two sad little postscripts to this flight. When I rang up Nympsfield to be retrieved, local soaring was still in progress there: and John Willie told me that after a late second launch at the Mynd Rally he had taken a good thermal off Malvern half an hour after I was there.

A few days later we decided to try the Norfolk to Cornwall run. Wally Wallington gave a favourable long-range forecast and Alf Warminger said there would be a tug at Swanton Morley. I had to go to London on business, so we hitched the trailer on behind, trailed it to Central London, and after the day's work took the road to Norfolk, arriving at East Dereham before midnight. Next morning, 21st April, the forecast was 15-20 knots N.E. wind and blue thermals. I was aero-towed off at 11.40 and left Swanton at 11.55 at 3,000 a.s.l. As I left, Alf was being towed off in his Skylark III to follow. Already we could see small cu. puffing up about 15 miles to the west. Most of the thermals were worth 400 f.p.m., and as soon as I got to the clouds progress was brisker. Forty miles in the first hour, in spite of one 1,500-ft. scrape near Methwold; forty-five miles in the second hour, six hundred feet per minute over M.1, but by now the clouds were getting bigger and spreading out.

Near Bicester I was in a 400 f.p.m. thermal when I saw the smoke from a near-by group of chimneys suddenly alter direction and drift away to the south. This must be caused by a super thermal, I thought, and left my own to find . . . nothing. Fifteen hundred feet and hardly a patch of sunshine on the ground meant that 100 f.p.m. had to be accepted, and it took



twenty minutes to get to 4,000 ft. At Witney the cloud cover was almost complete and the ground was black and menacing and getting too close again, when suddenly, unexpectedly and unaccountably (not even under the darkest part of the cloud), I hit 600 f.p.m. and went lolloping up to 6,200 in cloud. But after this progress was slow and by Yatesbury Camp and Oldbury Castle—of happy memory in last year's Comps.—I was in trouble again. Twenty minutes were spent near Devizes getting up first at 150 f.p.m. and then at 200. Probably the demoralisation of getting low accentuates the delay it causes. If you have been down to 1,000 ft. it takes some determination to abandon 200 f.p.m. at 2,000 to look for something better.

The wind was now very light and due north. I found myself crossing a number of cloud streets at right angles with weak lift on the sunny side of each. It was half-past four and I was only advancing at about 30 m.p.h. Something drastic was needed like a sea-breeze front. Wally had said that the possibility was remote—a last resort, but I decided to try it and turned south at Yeovil. To the west the sky was now cloudless, and so it was to the south. No sea-breeze front; but there were still weak blue thermals. Soon after Lyme Regis I was

down to 1,500 and clinging to rough small things which gave a bare 100 f.p.m. and drifted me out over the sea. There was a weak one at Seaton, and another over a quarry about 500 ft. below me. I just cleared the lip of the valley at Sidmouth and had picked my field at the bottom when I got a firm 200 f.p.m. off the town which took me from 800 ft. to 2,200 three miles out to sea. I remembered a certain cross-channel flight and decided to break off the climb. Heading west the next town was Exmouth. It was now half-past six, but I flew over the town to see if it would work. The air was perfectly smooth and dead, and I landed in a smallish field beside a row of bungalows. There was a steep down-hill slope at one side of the field, so I had to stay on the first hundred yards of it, and managed to do so, as planned. The landing was perfectly normal, but the Press came up with the usual "Glider Crash-lands after narrowly missing row of houses", and one went so far as to suggest that I was lucky to escape with nothing more than bruises.

The distance covered was 237 miles in 6 hrs. and 41 mins.—35.4 m.p.h. Mike Garside broke the journey with the trailer by sleeping on an air mattress in the car, and arrived early next morning; meanwhile I had been most hospitably looked after by an old sailing friend. We were back at Nympsfield by lunch time next day.

Alf Warminger, who left Swanton Morley some time after me, got to Colerne. Even if we had started earlier, I doubt if we could have made Perranporth. It just was not quite a 500-km. day.

(Cartoon by K. R. Payne)

And Another

On Saturday, 14th May, I was towed off at 11.35 and released over Wootton-under-Edge just south of Nympsfield, to make my declaration of Portmoak a safe 500 kms. There was an unstable S.S.W. wind of about 20 knots and rather too much cloud.

The day seemed marginally soarable, but I managed to drift along between 2,000 and 3,000 ft. a.s.l. for the first couple of hours, working a little to the east, so as to go up the east side of the Pennines where more sunshine was forecast than on the west side. At least four times the flight seemed about to end, and the lift below cloud was never better than 200 f.p.m. and mostly half that.

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The cloud was especially difficult to get into but the lift improved inside. It took one at Ashbourne to 8,000 and another at Harrogate to nearly 10,000. After that the sky was overcast but for a patch of sun over Newcastle which was beyond my reach. I was about to land just south of Newcastle when I got a weak thermal off a junk yard at 800 ft. It gave 50 f.p.m., and I drifted north over Newcastle with the assistance of two immature Lesser Blackbacked Gulls which unerringly directed me to the best lift from 1,000-2,000 ft. They climbed up to me by making tiny circles, but I noticed that they quite frequently cheated by flapping.

I stayed in this same thermal without moving till cloud base at 4,000. The cloud was a small darker grey blob under the heavy grey overcast. I noticed, though, that the sky had quite suddenly grown much darker. At 200 f.p.m. I crept into the bottom of the grey blob. The lift increased startlingly. After two circles I was going up at a steady and consistent 1,500 f.p.m. In the next 4½ minutes I climbed 7,000 ft. It grew lighter and turbulent at 13,500 and I turned onto a N.W. course. After a few moments I hit deafening hail and violent sink and the world went murky-dark again. I had flown into the side of something bigger and in a moment I was on the way up again. The lift was not so strong, it was more turbulent and the lightning began to flash. I took the lift up till it threw me out, found it again twice till the altimeter said 17,600 ft., and then straightened up the next time the vario showed sink. With the 800 ft. low point I reckoned diamond height was in the bag—even if only just. There was a lot of lightning now, but only in the form of vivid flashes—no shocks. I met one patch

of very violent turbulence, fortunately of short duration, and I passed through one more belt of hail; then ice crystals began to pour into the cockpit, and rime formed on the hairs of the backs of my hands. I began to feel cold. For some time the elevator controls had been stiff with ice and the ailerons were slightly affected; when I scratched the rime from the inside of the canopy I could see a distressing amount of ice on the leading edge of the wing. But now came new anxieties.

I was flying straight (-ish!) and level at 17,000 ft. in cloud within a few miles of the coast. Lower down the wind had been S.S.W. or S. and about 20 knots. but what was it up here? If I steered N.W. I might find myself among the Cheviots which were more than 2,000 ft. high, and my last view in that direction had shown trailing rain down to the ground. If I headed N. I might be blown out to sea. Finally, the half bottle of oxygen on which I had started the flight would fairly soon be empty owing apparently to a leak in the circuit, and the whine of the artificial horizon had dropped to a low hum as the batteries gradually gave out. I decided to fly at 65 knots N.W. For a part of the way I was helped by a dim watery sun shining through the anvil, but eventually that was lost in the "white-out." Suddenly at about 11,000 ft. there was a hole in the clouds and through it the unmistakable outline of Bewdal Bay almost below. I heaved a mighty sigh of relief and turned onto a due westerly course. When I finally emerged from cloud the Tweed lay close in front of me. Up over Edinburgh there were shafts of low sunshine and even some small puffy cu., but they were far out of my reach. I came through the bottoms of some leggy grey clouds under the high overcast. Half an hour before they might have been usable; now they were quite dead. The last ice had come off at 5,000. It was now a cross-wind glide-out, past St. Abbs Head to a field at Cockburnspath, where I landed at 6.13 p.m. after 6 hrs. 38 mins. in the air. The distance was 480 kms. (298 miles) and the speed 48.86 m.p.h., which, considering the 20 knots wind in my favour, was not very impressive.

Mike Garside arrived with the trailer at 11.15 p.m. and the two of us drove back in two-hour shifts, the other sleeping on a lilo in the back. Breakfast at Cirencester and back at Nympsfield by 10.30 a.m. just 23 hrs. after we had both left.

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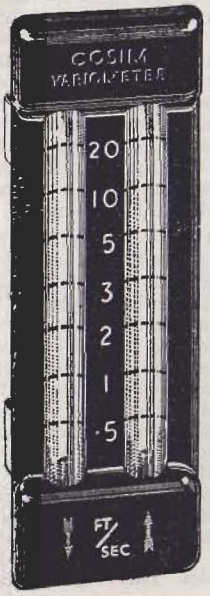
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NATIONAL GLIDING WEEK

by Godfrey Harwood

In the three years since its formation the Cornish Gliding & Flying Club has progressed rapidly, and now has a strong body of members who have proved their capacity to organise and run a national gliding event to the satisfaction of all who competed.

FROM the early hours of Saturday, 28th May, a series of glider trailers could be seen completing the long drive westwards down the Cornish peninsula to Perranporth.

Including L. S. Phillips of the Cornish Club there were eleven competitors, some of whom had booked hotel accommodation in the town, while others found comfortable caravans awaiting them in the aircraft dispersal bays on the aerodrome. The general opinion seemed to be that in this narrow land there might not be much gliding because of early sea breezes, but at least it was a wonderful place for a Whitsuntide holiday, with surf-riding, sea fishing, cliff-climbing and Cornish cream teas all readily available.

The official opening of the competition took place in the afternoon, when the Chairman, Bernard Warmington, read a telegram of encouragement from the British team just off to Germany—a kindly gesture which was much appreciated. Then followed Sir Wavell Wakefield, M.P., former director of the A.T.C., to declare the contest open, after which came a display of jet aerobatics by a Hunter, a parachute jump, formation aerobatics by Tiger Moths from Plymouth, and a smooth and silent series of loops and chandelles by the C.F.I., George Collins, in an Olympia. To close the flying programme came a fly-past of B.O.A.C.'s airliner, the Boeing 707.

1st Day—Sunday, 29th May

At 0830 hrs. came a runner with a message: "C.F.I.'s request, 'No rigging before briefing, please'." With a brisk east wind, brilliant sunshine in a cloudless blue sky, and an anti-cyclone, this might mean anything, and the met. forecast of dry thermals only to 4,000 ft. by 1300 hrs. was not encouraging. A surprise was sprung with the revelation of the task for the day—hitch up trailers and away to another airfield, Davidstow, 970 ft. up on the moor beyond Bodmin, thence from a 2,000-ft. aero-tow, a dog-leg to the east up-wind round Launceston castle and finally back to Perranporth; total distance approx. 50 miles. This original idea by the task-setter, George Collins, was well received and was typical of the high standard of task-setting throughout the week.

Conditions were not easy, and Philip Wills landed within sight of the home airfield. Peter Scott and Ted Stark came down near Newquay and several others at varying distances along the second leg. Keith Aldridge went south round the moor via Liskeard hoping for a tail wind and sea-breeze lift from the southern coast which duly helped him to beyond Bodmin. Godfrey Harwood tried this gambit later in the afternoon, but was too late and had to land near Callington, so far off the line Launceston-Perranporth that he scored no marks. "Pip" Phillips failed to round the Launceston turning point.

Results of 1st day:—

			No.	*Marks*
1	P. A. Wills	Skylark 3f	1	100
2	P. Scott	Olympia 419	10	94
3	E. Stark	Skylark 3f	50	91
4	C. Green	Skylark 3b	18	80
5	S. Morrison	Olympia 419	72	79
6	H. N. Gregg	Skylark 3b	70	71
7	G. Whitfield	Skylark 2	56	70
8	R. J. Tarver	Olympia 2	48	68
9	K. Aldridge	Skylark 2	33	64

2nd Day—Monday, 30th May

The "High" had moved north-east and was now centred roughly over the south of Norway. In Cornwall, however, the conditions were much the same, with a 15-knot wind from 110° and clear blue skies. The task was a 70-mile triangle from Perranporth up-wind 34 miles to Davidstow, thence round Lostwithiel castle and back to Perranporth; total distance approx. 70 miles. The two Tiger Moths in the hands of Mike Armstrong and John Garood performed valiantly, getting all competitors up to 2,000 ft. at five-minute intervals, but the task was too difficult for the field and only Philip completed the triangle in a four-hour flight. Charles Green rounded the second turning point, Ted Stark, Ted Shephard and Peter Scott made good 30 miles, 23 miles and 16 miles respectively along the first leg. Minimum distance to score was 15 miles so no other pilots gained marks.

Results of 2nd day:—

			No.	*Marks*
1	P. A. Wills	Skylark 3f	1	100
2	C. Green	Skylark 3b	18	52
3	E. Stark	Skylark 3f	50	15
4	E. Shephard	Olympia 419	72	8
5	P. Scott	Olympia 419	10	1

3rd Day—Tuesday, 31st May

Today's task was free distance with a minimum of 15 miles from release anywhere along a line from Perranporth to a cross-roads four miles south, and is memorable for a remarkable flight by Peter Scott who covered 211 miles in 8½ hours and landed just before 2000 hrs. near Godalming. The met. conditions were much the same in Cornwall, though the east wind was somewhat weaker. Inland, however, cloud base rose to 5,000 feet or more and small cumulus clouds were working until about 1900 hrs., after which Peter was down to 1,000 feet soaring the Hog's Back ridge in sea-breeze. Again only five pilots managed to exceed the minimum distance as thermal activity west of Bodmin was negligible.

Results of 3rd day:—

				Marks
1	P. Scott	211 miles to	Godalming	100
2	C. Green	144 ,, ,,	Shaftesbury	66
3	P. Wills	84 ,, ,,	Exeter	34
4	E. Stark	38 ,, ,,	Launceston	12
5	S. Morrison	23 ,, ,,	Bodmin	4

4th Day—Wednesday, 1st June

Even before the 9 o'clock briefing it was obvious that Perranporth was not a soaring site today. G. Jefferson's met. report indicated that the only likely winds would be sea breezes from both sides of the peninsula, and that the air was drier than ever. Better conditions were likely east of Dartmoor, however, and the task was announced as "Pilot-selected Goal" with take-off from Davidstow. "Sorry," said Ted Berry, "we have just been told we cannot use Davidstow today. It is being invaded by A.A. gunners who will have Hunter jets as targets all day long!"

But George Collins is a man of resource. "All right," said he, "first take-off at 1215 hrs. from Roborough; go to Tavistock, not over the ferry." It was almost a trailer race to Plymouth, as clearly the sea-breeze would come in early there; and so it proved, those pilots who had no early choice of starting time could not contact the receding clouds dimly seen fading northwards through the haze over "the Moor".

Philip Wills achieved his goal, Weston-on-the-Green, in just under five hours. Peter Scott selected Dunstable, but fell short, though covering almost the same distance as Philip. Charles Green and Ted Shephard both reached their declared target, Old Sarum. Ted Stark declared Lasham, but was forced down near Salisbury, some 30 miles short. George Whitfield and John Cochrane were the only other



Sir Wavell Wakefield, M.P., makes the opening speech. Next him is Bernard Warmington, Club Chairman, and furthest right George Collins, C.F.I.

pilots to exceed the minimum distance. Gregg, Harwood, Phillips and Tarver all left Roborough, but found no lift at all and came down at Harrowbeer, where an unlucky heavy landing put Tarver's Olympia out of the competition.

Results of the 4th day:—

			Marks
1	P. A. Wills	162½ miles to Weston-on-the-Green, Goal	100
2	P. Scott	160 miles to Watlington	76
3	C. Green E. Shephard	112½ „ „ Old Sarum, Goal	66
5	E. Stark	114 „ „ Salisbury	52
6	G. Whitfield	51½ „ „ Honiton	19
7	J. Cochrane	16 „ „ Postbridge	1

5th Day—Thursday, 2nd June

The Met. report for Perranporth was discouraging. Weather, "the mixture as before"—negligible winds varied to 10,000 feet, sea-breeze from noon onwards, thermal strength less than ever. It was decided to set no task, but to give the pilots (who had really flown some incredible distances in the most difficult conditions) a rest.

A spot-landing competition was held in the afternoon, launching being by motor-tow. Nearest to the "spot" was Keith Aldridge, ½-inch away; runner-up was David Stevens, crewing for Godfrey Harwood's Swallow, 2½ in.; third was John Garood, tug-pilot, eight in. away. It was suggested that these three should compete again for the prize, flying in the Club Tutor, but as it turned out the opportunity did not present itself.

6th Day—Friday, 3rd June

Again a day of dry, weak thermals, with a stable layer of air above 3,000 ft. The "High" had shifted slightly north-east, and its centre was now roughly over Denmark; surface wind 80°, 10-15 knots, veering with height. The task—a "trail" to the now familiar Davidstow, aero-tow to 2,970 a.s.l., and a race back to Perranporth, distance 34 miles, no minimum for scoring.

Even on the moorland the dry hazy conditions seemed to offer little chance of soaring, but Philip Wills was seen exploring the down-wind slopes of "Brown Willy" and finally gained height and was lost to sight westward-bound. With no fixed distance to cover before scoring marks everyone who left the site was bound to gain something, and as this competition is run on a handicap system there was the possibility of some interesting changes of position below the top two or three.

Only one pilot, however, got back to Perranporth and he, one might almost say, achieved success by chance. "Doc" Gregg was drifted over towards the coast, and at 3,000 ft. decided to take some photographs of St. Merryn before landing. After taking several shots he glanced at his altimeter and, to his surprise, found he had climbed 200 ft. or more. He realised he had contacted the elusive sea-breeze and soared gaily back along the coast to gain the coveted 100 marks.

Results of 6th day (5th flying day):—

			Marks
1	H. N. Gregg	34 miles	100
2	L. Alexander	32 „	83
3	P. Scott	30 „	72
4	P. A. Wills	27 „	64
5	K. Aldridge	17 „	44
6	C. Green	18 „	43
7	S. Morrison	17⅞ „	42
8	L. Phillips	15⅝ „	40
9	G. Harwood	15⅜ „	37
10	E. Stark	7⅛ „	19

7th Day—Saturday, 4th June

The task was an out-and-return race to Bodmin Beacon, distance 22½ miles Minimum distance to score was 10 miles. The "High" was now centred over Sweden, and a "Low", after lingering for five days over Spain, was now pushing up from the Bay of Biscay. Visibility was much reduced, the wind was now south-east and increasing and it seemed impossible to soar. Only Peter Scott and Philip Wills landed away, both near Truro and under the minimum distance. It was declared a "no contest" day and pilots and crews relaxed.

8th Day—Sunday, 5th June

The wind was now S.S.E. and increasing in strength. Visibility was down to 2-3 miles, and in contrast to the earlier days of the contest the air felt decidedly damp. Quite clearly no start could be made from Perranporth and briefing was ordered for 1130 hrs. on Davidstow aerodrome, where, incidentally, there is no shelter from the "stormy blast".

The forecast indicated scattered thunderstorms east of Bodmin, but the hill tops were shrouded in mist, and rain set in about 1230 hrs. Again "no contest" was declared, and all returned to Perranporth. In the afternoon at the lower level of Trevellas aerodrome (the true name for Perranporth) it seemed just possible to fly, and a small

triangle with sides two miles long was set as an optional task. Four pilots volunteered for this, but sea mist swept in and stopped all flying.

By common consent it was decided to bring the prize-giving ceremony forward to that evening, and the final results were worked out allowing for the altered markings after deducting each pilot's worst score. Corrected results are:—

			Marks
1	P. A. Wills	Skylark 3f	364
2	P. Scott	Olympia 419	342
3	C. Green	Skylark 3b	264
4	S. Morrison and E. Shephard	Olympia 419	195
5	E. Stark	Skylark 3f	177
6	G. Whitfield and L. Alexander	Skylark 2	172
7	H. N. Gregg	Skylark 3b	171
8	K. Aldridge and J. Cochrane	Skylark 2	109
9	R. I. Tarver	Olympia 2	68
10	L. S. Phillips	Olympia Meise	40
11	G. Harwood	Swallow	37

Total miles flown, 2011; total hours, 97½.

The prize-giving was noteworthy for the numerous and expensive prizes, including the Chairman's silver cup to Philip Wills, a Serpentine table lighter in the form of a lighthouse to Peter Scott, tastefully mounted barometers, table lamps, oil paintings of Cornish scenery, a picnic basket, a case of drinks, and many pottery-badged ash-trays. Introducing Mrs. Warmington, who presented the prizes, the Chairman took the opportunity to thank the competitors and all helpers, as well as the donors of the prizes.

Philip Wills, in reply, emphasised the idea that the proximity of the sea in the Duchy of Cornwall made long-distance flights impossible has been proved wrong, and congratulated the Cornish Club on their successful organisation and the excellent standard of task-setting, which had combined to make this National Gliding Week one of the happiest contests at which he had flown.

Eastward Ho!—Whit-Monday, 6th June

The final briefing, and the farewells, and the hurried rigging to take advantage of what was evidently for Cornish met. conditions the opportunity "par excellence". From a very early hour the horizon had been ringed with growing cumulus, and the wind was from the west. The only fear was of over-convection, and an early launch seemed not only advisable but essential.

Philip Wills was one of the first away soon after 1000 hrs. and was not heard of again until the late afternoon, when he was reported down at Feltwell, Norfolk, a few miles short of his 500-km. goal. His *n*th attempt! Oh, the absolutely maddening frustration of gliding!

Peter Scott landed near Wootton Bassett, and George Collins, no longer a task-setter for others but himself keen to fly across the breadth of England, came down at Weston Zoyland. The dreaded over-development brought the hopes of all the others to naught. Terrific downpours of rain and hail, from every cloud in sight almost simultaneously, caused all to come to earth in the Bodmin moor area, and second attempts were also unsuccessful.

So ended the first National Gliding Week ever held in the far West of England, that strange land of Celtic and Arthurian legend where friendship and hospitality abound. Only one snag is evident about this sea-girt peninsula, well voiced by "Doc" Gregg one morning at Davidstow when he said, "Cornish weather is the right ingredients but mixed in the wrong way!"



HOW I WON IN THE STANDARD CLASS

by Heinz Huth

The new World Champion in the Standard Class, Heinz Huth, describes first his flying technique on the last contest day at this year's Championships (15th June), when he held on to his lead, and then the manner in which he took the lead from Adam Witek of Poland on the last contest day but one (15th June). He is aged 51, and is Air Traffic Controller at Hamburg. Before the war he was a pilot on the regular meteoroligical flights made from the same place.



THE LAST DAY—200-KM. TRIANGLE

ON the last day but one I got ahead of Witek, so on the final day I had to use different tactics from his. Witek could put everything on one throw, whereas I had to keep the advantage I had gained. So the main thing for me was to "stay alive" and complete the task without regard to speed. If I *had* been flying for speed, the risk of a premature landing would have been much greater. In addition, the weather conditions at the moment of take-off were difficult; an overcast had come over and the thermals were rather weak, so I had to make for Cologne immediately to gain some height.

All the way to the first turning-point (Dahlemer Binz) we had the overcast, with very little thermal activity, and rain. There was a bunch of us at first, but in time the group became dispersed.

Near the first turning-point conditions were at their worst and I did nothing but try to stay up in centimetres-per-second lift. I was in the neighbourhood of the turning-point for three-quarters of an hour, but did not dare descend to turn round it.

Then I caught sight of the blue sky coming along so it became more important to stay up than to round the turning-point. With me were Münch and the Weihe with Müller, keeping up and reaching 1,500 m. at times there, putting off the descent to 1,350 m. above take-off which would give 1,200 ft. above ground at the turning-point.

The blue sky came up, with the development of some cumulus, and then at last I dared to round the first turning point. I guessed it would be possible to go on flying till 6 p.m.

On the second leg the warm front was ahead of me. I had to use every cloud, and got three-quarters of the way along the leg when the cumulus faded out again. I thought that more cumuli would develop but they did not.

I then rounded the second turning-point and saw a Ka-6 over the hills and Juez on the ground. The Weihe, which had waited with me at the first turning-point, was circling with me. After turning I got good height again—enough for a glide to Bonn, which I reached at less than 400 m. Over Brühl I saw Münch circling in a thermal from a smoking chimney, so I went there but got a different thermal from his (he was higher). The thermal took me to 800 m., enough for a glide to another chimney; I reached the smoke at 400 m. and found it was rising nicely, with some gulls circling in it, and it took me up again to 600 m.

Then I had to do some calculating. The distance to Butzweiler was exactly 20 km., so I needed at least 750 m. to reach it at the best gliding angle (not "best speed") allowing for a light cross-wind relative to the glider. So I held on to the smoke as long as possible and reached 800 m., and after the glide arrived at Butzweiler with about 100 m. to spare.

LAST DAY BUT ONE—300-KM. TRIANGLE

The day before that already described, When I overtook Witek, he started earlier and got the only cumulus. He left the starting line at 1,000 m. and was able to reach the electricity station down the road which always gave good but rough thermals. He passed the first turning-point before the rain, but I had the rain. Conditions along the route provided a cross-section through all kinds of weather, and it looked as if the triangle could not be completed.

Shortly before the first turning-point there was a thunderstorm. Most of the pilots flew too close to it, but I kept further off to avoid the downcurrents, and so, flying at best gliding angle over a long stretch to the first turning-point, I had only half a metre per sec. sink.

But within the grey I saw a small cumulus developing.

I turned the point at 650 m. and got good lift at 2 m./sec. under this developing cumulus. But from then on, the thermals were rather difficult: we were partly in front of the thunderstorm. However, one could fly practically along its edge and always find lift there; though it was weak, one could fly straight ahead for considerable distances.

I was close to Hossinger, following him, and had to pass some heavy showers; but after these the cumulus development improved and became good once more.

On the way to the second turning-point the cloud base rose to 2,000 m., and along the first part of the third leg the thermals were good and cloud base was still high. But on the second part of the third leg it sank again to 1,500 m., and another thundery shower was sitting on the track. Here the same problem arose: to gain enough height to have Butzweiler within the gliding angle.

I left the course line to the south near Köln-Bonn Airport to reach the region towards which the shower was moving, and got lift in front of it. The thermals were not very good but they gave me enough height to reach Butzweiler in spite of the head wind. It was a long, long glide and I reached Butzweiler with no more than 100 metres in reserve, flying at "best gliding speed" for that wind.

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GENERAL REMARKS

If I had been given the choice I would still have flown in the Standard Class and, anyway, I had only my Ka-6 to fly. This is a good machine for clubs or private owners because it is suitable for *every* kind of weather.

On the good days Witek, with his Foka, left me behind, but on the day when he lost his points (scoring 245 to my 1,000) we were able to keep abreast of each other.

I am glad that all these conventional gliders made good in competition; and it is important from my point of view because now the glider constructors will concentrate on improving gliders of this kind instead of thinking up ideas for the high-performance ones. It is more important to have gliders that handle well than to improve the gliding angle at the expense of manoeuvrability.

THIS GLIDING

What, No Engine!

"A British team, I see, will attempt to fly gliders over Mount Everest—as hare-brained a scheme as any I have ever heard of."—"*Capital*", *Calcutta.*

Mechanisation

"The team includes three pilots—Commanders Nicholas and Tony Goodhart, and Colonel Anthony Deane-Drummond. The remainder of the team are mechanics."—"*The Bulletin*", *Glasgow.*

Briefs from Briefings

Heard at Butzweiler:—(No. 1): "Tomorrow we will have a big clock with a second hand—that is, a third hand." (No. 2): "If the wind changes round, take-offs will be inverted."

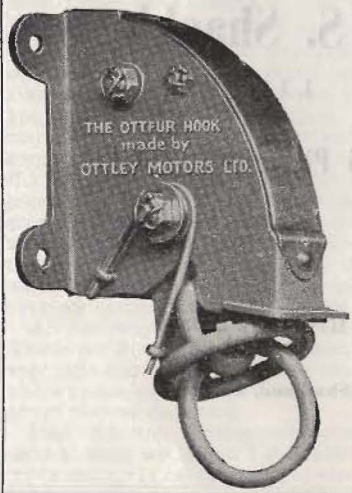
Chilly Finish

"The Pilot, Mrs. R. Harwood . . . had flown from a Hampshire airfield and was bound for the Cornish Gliding Club at Perranporth, when, approaching Callington she found she was losing thermo heat and decided to land."—*Cornish & Devon Post.*

Glider Accessories

"A brochure received from the German firm of Hans Georg Friebe has set Australian pilots wondering whether the reported surplus of women in Germany has reached alarming proportions. Included in the list of material available is . . . "sheet metal, screws, nuts, females . . . "—*A. Ash.*

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B.G.A. News

National Aerobatic Contest

The London Gliding Club will again hold the National Aerobatic Contest at Dunstable this year, and the date has been fixed for Sunday, 25th September.

Annual Best Flights

The scheme for publishing Annual Best Flights is no longer functioning. With the bi-monthly publication of the magazine the news was often so late as to be no longer of interest. However, please do not forget to send in claims for the Annual Trophies.

Claims for Badges

The Flying Committee ask pilots to send in their claims for F.A.I. badges immediately after the flight. Do not save up the "legs" until you have completed the badge, as this may lead to complications. After 31st September, 1960, the Committee will not accept claims which are more than six months old, except in special cases. The two months' leeway is intended to help those who did their flights years ago to collect their documentation. Flights done before the beginning of 1960 will only be considered if you send in the claims now.

Glider Colour Schemes

The Council of the British Gliding Association recommends that all clubs and private owners should paint their aircraft in a really bright colour or put such distinguishing marks on them as to make them readily visible in the air.

Gliders coloured RED, FLAME, ORANGE, YELLOW, PALE CREAM, WHITE and BLACK have been proved to show up well and can be easily seen in widely varying conditions, whereas gliders painted grey, silver, pale blue or pale green show up very badly in the air and increase the risk of collision.

Parti-coloured gliders show up well; so if it is impracticable to repaint the glider, or some major part of it such as the fuselage, it should be given contrasting stripes of markings. These should be of a contrasting or dark colour such as red, dark blue or black, or alternatively white, and could be painted on as follows:—

SCHEME 1.—Paint complete wing tips, top and bottom, for about 4 feet inboard; rudder can also be painted.

SCHEME 2.—Paint stripes right round the wings about 4 feet wide.

SCHEME 3.—Paint the nose of the glider plus a broad belt round the fuselage.

SCHEME 4.—Paint the nose and the fin and rudder.

There are, of course, alternative arrangements to these schemes, but it should be remembered that a glider is least visible when head or tail on, and contrasting stripes should be visible from these viewpoints. "Day Glow" paint is very effective and, though expensive, should be used if possible.

Airways

David Ince, Chairman of the Airways Committee, has sent out a circular to all Club C.F.I.'s and Secretaries explaining the alteration to the Airways as from 1st July 1960. Briefly, the London Control Zone has changed shape and the lower limits of Airways have been revised, in our favour. The bases of Airways have been put up, some to 5,000 ft., and most of them to 4,500 ft. However, there is lower limit of 3,000 ft. for a radius of up to 15 miles around the Terminal Control Areas. The full details should be checked from your Club notice-board and entered on your maps. We have copies of the circular in the office. It should be noted that these revisions are for a trial period of six months.

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LOT 2

20 cwt. preformed galvanised wire rope to specification W9, item 3P 7/19 construction × 16" diameter, on wooden drums at approximately £9 per 1,000 ft.

LOT 3

15 cwt. flexible preformed galvanised wire cable 7/19 construction on wooden drums approximately £7 per 1,000 ft.

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ALL THE ABOVE ARE OFFERED SUBJECT TO AVAILABILITY AT THE TIME OF RECEIPT OF ORDER. PLEASE STATE LOT NUMBER AND LENGTH REQUIRED (it is advisable to state a second choice). NO DRUMS CAN BE SPLIT. CARRIAGE IS CHARGED EXTRA.

Two Service Contests in July

GLIDING and Soaring has always been very popular with members of the armed forces in this country. Although there were no Service clubs before the war, a number of individuals were well known in the movement.

It was only after the war that Service gliding really got under way. In Germany during 1945 the Royal Air Force started a number of clubs using German gliders and equipment. The Army, too, formed a club at Soltau and then later at Hamelin (of Pied Piper fame). In 1947, due largely to Air Commodore Christopher Paul, the Association of B.A.F.O. Gliding clubs was formed, and the first Championship was held at Oerlinghausen in May of that year. In July the R.A.F. sent a team over from Germany to Bramcote for the first post-war B.G.A. Championship, and they won the Team Trophy.

When Chris Paul returned to this country he started the R.A.F. Gliding and Soaring Association, and by 1956 the G.S.A. was able to hold its first contest at R.A.F. Netheravon. This highly successful meeting was repeated in 1958 at South Cerney. During the 1959 National Championships, Service pilots competed for the Inter-Service Championship and this was won by Commander H. C. N. Goodhart, R.N.

The Naval Gliding Clubs which started after the war owed a great deal to the Goodhart brothers, who not only worked tremendously hard but also flew brilliantly in the early post-war Gliding Championships.

The Army Gliding Club was formed in 1949, and before moving to Lasham operated at the R.A.F. Station at Odiham.

It can be safely said that Gliding in the three Services has come to stay. Both the R.A.F.G.S.A. and the Army Gliding Association receive financial support from non-public funds and are now very well equipped.

R.A.F. Inter-Command Championships

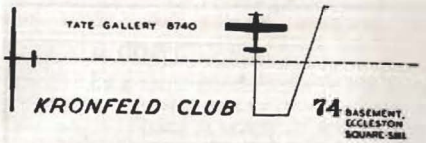
During the last fortnight in July of this year two Championships are to be held. During the first week the R.A.F.G.S.A. will hold the R.A.F. Inter-Command Championships and the last week will see the Inter-Service Championships staged. These are to be held at R.A.F. Odiham, which is five miles north-east of Lasham. The R.A.F.G.S.A. contest is intended to give the maximum number of pilots competition experience. The tasks to be set will be on the lines of World Championships, with great emphasis laid on races, triangles and out-and-returns.

Out of the many pilots competing, eight will represent the Service in the Inter-Services Championships during the following week. These eight will be: Group Captain Paddy Kearon—Skylark 3b; Sgt. Andy Gough—Skylark 3b; Sgt. John Williamson—Olympia 419; Wing-Commander Joe Croshaw—Skylark 3f; Flt.-Lt. David Cretney—Skylark 3b; and the three next highest scoring pilots. Also flying will be Flt.-Lt. Wally Kahn—Skylark 3b; and Flt.-Lt. Roger Mann—Skylark 3b. Wally Kahn will be assisting Air Commodore Chris Paul with the task-setting.

In addition to the above aircraft there will be 12 Olympia 2's and one each of the Gull 4, Kranich and Polish two-seater Bocian types. The latter will have as second pilots Air Chief Marshal Sir Theodore McEvoy, who is well known not only as a fine soaring pilot but also as President of the R.A.F.G.S.A., and Group Captain Roy Goodbody, who is Chairman of the G.S.A. and officer-in-charge of the contest. The forecasting will be done by Jock Findlater of the Met. Office.

Inter-Services Championships

The Inter-Services Championships will consist of three teams of a maximum of eight gliders each. The R.A.F. team will be led by Group Captain "Paddy" Kearon. The Army team will consist of: Warrant Officer Ted Stark—Skylark 3f; Captain Ted Shephard—Olympia 419; Major Sir Charles Dorman—Skylark 3b; Col. Tony Deane-Drummond and Major John Evans —Eagle; Lieut. Peter Goldney and Captain E. Stacey—Skylark 2. The Naval team is not yet known, but it is said that Lieut.-Commander Martin Seth-Smith (Skylark 2) and Commander Tony Goodhart are entering. Task-setting will be done by Air-Commodore Chris Paul, who is the officer-in-charge of the meeting, assisted by Mr. David Ince. Mr. Ince, who will be flying the new Olympia 460, and Flt.-Lt. Wally Kahn, flying a Skylark 2, will be *hors concours*. The forecasting will be done by "Wally" Wallington of the Met. Office. W.K.



MEMBERS visiting the Club will have seen the great improvements that have been made to the hall recently—all due to Ken O'Reilly and Mary, Cliff Tippet and Ron Willbie, who have been working unceasingly on Tuesday evenings, the Club's work night, when helpers are always welcome.

The Club is now open most evenings during the week (except Fridays) and we hope visitors to London will call in and see us. For the benefit of newcomers to gliding the Annual Subscription is £1, and on Wednesday evenings there is almost always a lecture or film on some aviation topic. Incidentally, if any reader has any suggestions to make for future films or knows anyone who would be prepared to give a talk, please let Yvonne Bonham know (at Swiss Cottage 3698) as it is no mean task arranging fifty different programmes each year.

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

July	20th	Shell Films
	27th	132 miles in a Cadet, by J. Jeffries.
Aug.	3rd	Polish film of World Championships at Lezno, 1958.
	10th	M. C. A. Air Miss Film.
	17th	Talks on Coventry and Yorkshire National Gliding Weeks.
	24th	(See posters)
	31st	Talk on London G. C. National Gliding Week.
Sept.	7th	Over 25,000 feet, by J. Rondel and I. Strachan
	14th	Films.
	21st	Flying in the U.S. Nationals by Philip Wills.
	28th	Met. Symposium with Wally Wallington and other forecasters.

25,000 Feet Over the Fens

by Ian Strachan
Fenland Gliding Club

IN many soaring achievements there is an element of luck, failure being averted by lift occurring just at the right moment. Certainly this happened in my case on this flight, and I was also very fortunate in being "in the right place at the right time" for the greater activity which developed later.

On 5th June Marham Met. office were prophesying "occasional thunderstorms", so, after encouragement from Gordon Rondel, I took an oxygen mask and he towed me off in the Oly at 12.45. Conditions were very hazy but with Cu forming, and I released in lift, dived to mark the barogram, and slowly gained 1,000 ft. After this, however, I found that I could barely stay airborne. I would circle once or twice in what seemed to be good but very narrow and turbulent lift, and then would fall out of it. This happened at least five times, so I don't think it was all due to my incompetence. It seemed that only small thermal "bubbles" were rising at this time, and conventional thermals with vertical extent were few and far between, despite the fact that the Cu looked quite good, if a little ragged. In fact, Met. were forecasting only *medium* level instability and much haze until the surface temperature had risen, and this could explain the effect. As I sank to 1,500 ft., my only consolation was that I would have a good "low point" in the unlikely event of a height climb later. From this height I climbed slowly away in my first proper thermal for 40 mins., and after further fiddling about at 3,500 ft., a very slow climb was completed to cloudbase at 5,500 ft. over King's Lynn. (All heights mentioned are above Marham, 80 ft. a.s.l.).

Rain was falling at this level, so I knew I was under a fairly big Cu and that Gold C height might be possible in it. I cruised about at cloudbase to find the best core of lift, which was at the low value of 200 ft./min. on the windward edge, and I entered cloud using the Turn and Slip. Virtually all my previous experience in turbulent Cu had been on T. & S. alone, due to premature use of the Artificial Horizon in smaller clouds earlier in the day, and consequent run-down of batteries. Although not an essential cloud-flying

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instrument, the Horizon is valuable in that it takes a lot of mental strain out of flying in rough conditions.

Abiding by these principles, I used it at 8,000 ft. as conditions became increasingly turbulent. I hoped that this turbulence did not indicate the top of the lift, as I had found a similar height attempt at Easter last year. Fortunately, this was not to be, and passing 12,000 I put on my oxygen mask (an enormous R.A.F. pressure-demand type) and tried to stay with the very turbulent lift while doing so. At this time I was holding the Oly's stick at its base in order to see the Horizon properly, as in the Fenland aircraft it is mounted low. (Panel designers please note!). The rate of climb was 1,000 ft./min., and the airspeed was varying considerably with the turbulence—once I had to take incipient spin recovery action when things "went all quiet" after a particularly severe gust. I was not too disconcerted by the turbulent conditions, knowing that the Oly is stressed to 7.5 *g*, a most respectable figure, and also that it was T.V. airbrakes to rescue one from I.F. trouble if necessary. This latter characteristic was to prove very useful later on, though for a different reason.

At 15,000 I tried the airbrakes to see if they had iced up, but they worked perfectly. This is as expected, for the rate of climb through the icing layer was rapid. Lift ceased just short of 16,000, so I descended on 330 (Cooke). The average rate of climb since cloudbase worked out at 700 ft./min. At this time I noticed discrepancies between Horizon and T. & S., indicating that once more I was the victim of battery failure. (We have since trebled the capacity of the Oly's accs!). My plan now was a down-wind dash towards Carlisle for Gold distance, and with this in mind I flew through some more Cu on my way north. I still couldn't see the ground, due, I thought, to low-level haze, and then the sickening realisation came that it wasn't haze at all, but sea that was below. A few moments of panic, wondering what on earth the upper wind was, but a 270° heading soon put me N.E. of Boston. In fact I had only been over the northern part of the Wash, but it was quite a nasty experience.

I carried on to Boston and decided to change my plan from Distance to Diamond height. A few weeks previously I had constructed a universal Speed and Glide Angle chart (on the Goodhart model) for the Oly, with values up to 14,000 ft. and

45 n.mls. and mileage markings (at 1:500,000) along its edges. These attributes came in very useful and I calculated that I could reach some good banks of Cu over Wisbech and still return to Marham if necessary. Flying at optimum speed I met reduced sink and was quite high when I flew under a promising "Cumulus Congestus".

Lift built up and I circled after a suitable pause to find that I was well centred on 400 ft./min. up, the smoothest lift that I had ever encountered. The smoothness was quite amazing, and I was able to sit at Rate ¾ and 40 kt., trimmed fully back with hardly any control movement required, watching the altimeter wind itself upwards. This indeed was a complete contrast to the previous climb, and until icing started at 11,000 there wasn't a tremor to be felt. Above this, the slight airframe buffet was probably due to irregular airflow over the ice.

The lift was by now up to 1,000 ft./min. on the Cosims, and at 15,000 it started to hail. As it wasn't heavy enough to cause damage, I centred on the loudest sound, a method suggested to me by Doug. Bridson, my last club's C.F.I., although I believe it is quite commonly used. The method seemed to work, and passing Diamond height I

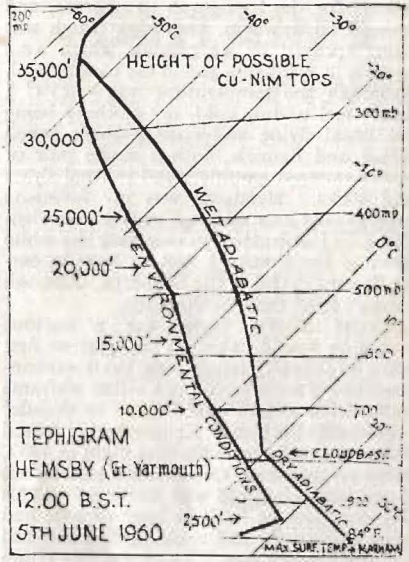


prayed for the barograph to operate, and pressed on upwards. My right thigh was being sprayed by ice crystals which were coming in through a gap in the canopy seal. Although the temperature was —25°C I didn't feel unduly cold, my clothing being the usual flying suit over a thick tweed jacket and flannels, with a single pair of rather tattered gauntlets and normal shoes and socks. Headgear was my favourite long-peaked cap which I pull down when flying on instruments to eliminate the white glare of the cloud. I find its built-in earmuffs very useful in the Sedbergh, although I didn't need them at this time.

Above 20,000 there was a curious rumbling sound, which I thought at first was a jet aircraft passing close, but it was continuous—it must have been either airframe buffet from airflow over the ice, or thunder —probably the latter. Remembering Alfred Warminger's famous Cu-nim flight in 1957, I was on the watch for electrical effects, but noted none. Alfred was airborne on this day, too, but he told me later that he had been held up by bad visibility and reduced activity further east. Twice on this climb I flew out of lift, but re-centring using T. & S. proved straightforward.

The final part of the climb was quite uncanny and really awe-inspiring. The Oly seemed effortlessly to ascend while the powerful forces of nature vented their wrath underneath and meanwhile gripped her in a crypt-like coldness. A similar experience would be that of walking on a hot and sticky afternoon from a busy street into a cool, deserted and very beautiful cathedral. The Cumulo-nimbus is surely the cathedral-vault of the sky.

Approaching 25,900, however, turbulence was increased and lift dropped off. The average rate of climb since cloudbase was 700 ft./min., the same as on the previous turbulent climb. I fruitlessly searched for another core of lift, and was on the point of departing for another cloud, when I felt the queasy feeling that indicates sudden anoxia. A glance over my shoulder at the gauge confirmed this, so I immediately opened the brakes and carried out an emergency descent at 70 kt. to 15,000, keeping straight on the T. & S. It is essential to initiate a fully-braked descent from this height as soon as possible, for if consciousness is lost before the airbrakes are out, the structural limits of the aircraft would probably be exceeded, with cata-

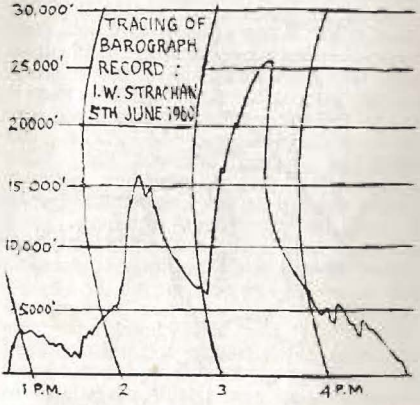


strophic flutter resulting. At 15,000 I retracted the brakes and decided to go back to Marham to let Gordon Rondel have a crack at Gold or Diamond height. On the descent I crossed the Wash for the second time, and as I felt thirsty, put my right hand through the port canopy panel and, from the leading edge of the wing, was able to break off a four-inch piece of ice to suck. I noticed that it had a few brownish streaks in it, and would very much like to know what caused this effect. Using the glide-angle chart, I found that at 65 kt. I could arrive over the coast south of Hunstanton with 4,000 ft. in hand. As the Cu looked good in this direction, I went in this manner for maximum speed rather than gliding it out to Marham at 45 kt., the range speed against the wind. I duly arrived at the coast, having flown under some active Cu over the Wash, and from here soared back to base with frequent consultations of the glide-angle chart on the way. On touch-down an exit was made in record time to check the 10-km. barograph—Glory be! It worked!

Further points of note include the fact that I was fortunate in carrying a large-range barograph, also that in fact that I would have been better advised to have turned downwind for Gold Distance after the second climb. I think that anyone on a height climb should bear the 300-km. distance in mind if the wind direction is suitable. In my oxygen and acc. failures there is an obvious moral for all D.I. inspectors and club servicing chiefs. On discussing the flight later with the Met. experts, we plotted a T-phi-gram for the local midday radio-sonde ascent. This indicated that with the temperatures reached that afternoon, Cu-nim tops of up to 34,000 ft. were possible. So perhaps the U.K. gain-of-height record was quite on the cards after all.

My worst moment came later when I had the shock of reading an article on the flight in one of the national newspapers, which had not only sensationalised the flight in a most nauseating manner, but had put forth several imaginary statements purporting to be mine. I wrote a strong letter of protest and, in fact, have had an apology from the Editor. Press secretaries please note and be very wary indeed of the sensationalist press. Publicity is a very good thing for the Gliding movement, but it must be of the right sort.

My spirits were restored somewhat by a congratulatory card from a (non-gliding) friend, on which was printed the legend—"For meritorious service while going round in circles . . . "



RULES FOR DOG-LEGS

At the meeting of the Motorless Flight Commission of the F.A.I., held at Butzweiler during the World Championships, no changes were made in the regulations for dog-leg flights for Gold and Silver C.

World Championships, Butzweiler 1960

by Ann Welch

THE following are a few thoughts on the Championships on which I would like to elaborate in the next issue, when there has been more time to digest what we have learned.

By the end of the 1960 Championships one had a very strong impression that this was the end of an era, and that future Championships would be different, whether we liked it or not, and it is clear that a great deal of thought must go into our future British entry. This is not because we did badly—if the fateful 11th of June had not been thrown away, Nick would have won—but because extremely interesting developments are taking place in the big wide world, and we must be sure that we keep pace with them.

A similar change took place in the pattern of Championships between 1954 and 1956, although it was not as great as the present one. Before 1956 task-flying was in an early stage of development, and the use of radio was experimental. The gliders were, in general, unexciting, and the standard of soaring unexceptional. In 1956, in France, we saw how a combination of better gliders, better weather, and courageous and intelligent task-setting brought out a startling improvement in competitive soaring technique, and this was continued in Poland, resulting in balanced and effective Championships.

This year, in Butzweiler, it was obvious that the skill and ability of the top pilots was ahead of the ability of the Organisation in respect of task-setting and Met. It was also clear that, in spite of the fact that a Skylark 3 won the Championships, the "configuration classical" is on its way out. The one-time exotic gliders are being tailored into the market, and you can now buy gliders at similar prices to our own, with an excellent all-round performance (not good only on super days), and with fine and beautiful lines in the modern manner.

The third change which is taking place is an increase in pair flying. The Polish pilots have developed this to an advanced stage, and there is no doubt that it helped them enormously to succeed. Other teams were doing it to a lesser extent. Whether we decide to pair-fly in future Championships or not, I am convinced that in the ensuing two years we must carry our intelligent and properly organised research into this. The only pair-flying which has been done so far in England has been on an *ad hoc* basis, and has not taken account of optimum separation distances, methods of search, instrumentation, or the vital problem of the break-off decision, so that the pilots do not grind each other down to the ground. What is needed is for a few pairs of pilots who get on well with each other, and who have similar gliders, to set to work on this problem. The B.G.A. radios could be loaned for this really usefully.

The Team radio organisation in World Championships is becoming more stable, and enormous sums of money are not being spent setting up immense and complicated networks to assist or control each glider, which is what we felt might possibly happen when we were in Poland. In this respect, I feel now that the Standard Class gliders should be permitted to carry a receiver/transmitter, which could, if the organisers desired, be limited in price or complexity.

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A further point that came out of these competitions was that we are not alone in having problems of selection of pilots for World Championships. The difficulties seem to be universal. Whether you work on the results of Nationals alone or try hard to have a generally representative committee, the chances are that you may still not get the right answer. One of the main problems is when and how to bring in new young pilots. Serious thought on selection is a definite item for the agenda.

This year we kept a plot of every flight from the pilots' radio reports. These are useful for working out average speeds, and for navigational assistance if needed, at the time, and are interesting to study in retrospect from the point of view of what pilots can do in relation to the weather. I hope to analyse some of these in the next issue.

With all these changes taking place in the Championships, there is one thing that remains constant, and that is the very real friendliness that exists between the competing countries. This year there were occasions which could have resulted in lost tempers if this friendship had been merely superficial. As it was, they succeeded only in increasing the international spirit of gliding which so strongly exists.

Finally I would like to thank the Deutscher Aero Club for all the immense work they put in to make the Championships a success. The Organisation was run on an amateur basis, like our own Nationals, which meant that their entire annual holidays had been given up on our behalf.

IT'S ALL YOURS

Due to the absence of Ann Welch in Germany for the World Championships, "It's All Yours" does not appear in this issue.

Gliding Certificates.—We have also been obliged to hold these over.

World Gliding Championships

FURTHER DONATIONS AND LOANS

In the last issue (p. 140) we gave a list of donations to the Fund for sending a British team to the 1960 World Championships, headed by £750 from the S.B.A.C. and including contributions from the Oxford and Taunton Vale Gliding Clubs. Since then the following Clubs have also sent contributions to the Fund:—

	£	s.	d.
Scottish Gliding Union ..	5	0	0
Halifax Gliding Club ..	5	0	0
Army Gliding Club ..	5	0	0
Yorkshire Gliding Club ..	5	5	0
Coventry Gliding Club ..	5	0	0
Blackpool & Fylde G.C. ..	3	3	0
Bristol Gliding Club ..	10	0	0
Surrey Gliding Club ..	5	5	0
Derbyshire & Lancashire G.C.	10	0	0
Avro Gliding Club ..	5	0	0
Royal Naval G.S.A. ..	10	0	0
Royal Aero Club	50	0	0
	118	13	0
Previous Donations ..	1,314	14	0
	£1,433	7	0

The British Gliding Association and the British gliding movement wish also to express their gratitude to the following for gifts and loans of equipment and other services, in addition to those listed in our last issue:—

Appleby & Ireland, Ltd.
Army Gliding Association.
Austin Reed, Ltd.
H.Q. 2nd T.A.F. Gliding Club.
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Brig. A. M. Wilkinson, C.B.E.
Group Capt. R. R. Goodbody, O.B.E.
Group Capt. N. W. Kearon.
Wing Cdr. W. A. Griffiths, D.F.C.
Wing Cdr. J. Croshaw
Capt. Pope Lieut. P. Webb
Mr. G. H. Waugh Lieut.-Col. Knowles

COURSE AT PRESTON MONTFORD

A course on Meteorology, of special interest to gliding people, will again be held this year at the above Field Centre near Shrewsbury, from 17th to 24th September, under the direction of Mr. C. E. Wallington. Applications to the Director of Extra-Mural Studies, The University, Edmund Street, Birmingham, 3.

THE BEST OF BUTZ

by Frank Irving

It would be quite easy to spend all one's time at World Championships looking at gliders, gathering data, and talking about current trends in design. In practice, a crew member finds that he scarcely has time to do more than collect a few scattered impressions, so this article does not pretend to be an exhaustive survey but merely a few notes on those machines which seemed to be of outstanding interest and likely to influence the general trend of design.

ZEFIR

At rigging time, it was usual to find the Poles working in the middle of quite a crowd of spectators, for they had produced two astonishing types, the Zefir and the Foka. Although by different designers, they had a strong superficial resemblance and were indeed startling to behold.

The Zefir had a 15%-thick low-drag wing with a very long parallel flapped centre-section. The tapered outer sections were relatively short and carried the ailerons. The fuselage was exceedingly slender, with the pilot lying very nearly flat on his back, gazing at the horizon past his toe-nails. An elegantly swept fin and rudder gave a side-elevation of striking beauty, although the plan-form of the wing, when seen in flight, was somewhat less pleasing.

The details were equally impressive: there was a retractable undercarriage, no forward skid, a tail parachute instead of air brakes, and an optical flat moulded into the long cockpit-cover. Structurally, this included the nose-cone, and the whole device opened by sliding forwards about three inches and then hinging upwards about the front. When open, the front fuselage seemed to be virtually a platform formed rather like a reclining couch with instruments and controls growing out of it, so shallow that there seemed to be only an inch or two between the pilot's posterior and the bottom of the fuselage.

This sort of configuration introduces sundry obvious problems, one of which is how to get the control runs past the pilot. The conventional solution is by means of a torque-tube and cables under the seat, manifestly impossible in such a shallow fuselage. In the Zefir, the stick movements were unscrambled by a mechanism lurking in the vicinity of the stick and were conveyed aft by a push-pull rod for the elevators running along one side of the cockpit and an aileron torque-tube along the other.

The cockpit was liberally sprinkled with knobs and levers: apart from the usual selection, it ran to undercarriage up and down levers, undercarriage lock, tail parachute controls, and so on. All were labelled pictorially, a technique which is normally excellent, but tending to become a little obscure for the more exotic controls.



The Zefir I. (Courtesy "The Aeroplane & Astronautics).

The structure, surprisingly enough, seemed to be a fairly straightforward wooden affair, superbly finished.

FOKA

The standard-class Foka looked almost like a scaled-down Zefir, rather more pleasing to behold in the air with its straight-tapered wing, and with a fixed wheel and conventional airbrakes. Both



The Foka, Poland's entry in the Standard Class.

machines seemed to have relatively little wing incidence when sitting on the ground, but take-off and landing did not seem to present any undue difficulty. Although the reclining attitude of the pilot looked somewhat awkward to our eyes, it was said that after a few hours of familiarisation, it became entirely acceptable. Certainly, in the hands of Makula, Popiel and Witek, these machines produced formidable performances.

METEOR & ELFE

In the presence of these machines, the Yugoslav Meteor lost some of its power to startle the onlooker. The one example present, labelled Meteor 60, was one of those previously seen in France and Poland, with detailed modifications to the wing root-fuselage-rear canopy fairing and elsewhere. In itself, it is a machine of outstanding technical interest and immense complexity, all achieved at very great cost.

Also in the exotic class was the Elfe, last seen in 1956 at St. Yan, when its swept vertical tail was unique. Its very slender, three-piece wing still looked remarkably flexible and a slightly incongruous feature was a jettisonable undercarriage of impressive dimensions, which showed a marked tendency, once jettisoned, to demolish onlookers.

PHÖNIX

Less exotic, but of great interest, was Haase's Phönix. With a span of only 16 metres, it looked quite small amongst the other Open Class machines. Most of the structure consists of a sandwich, of which the bread is glass-fibre/resin, allegedly only one-tenth of a millimetre thick, with balsa "meat". The accuracy of the wing surfaces was quite outstanding, even when seen in circumstances where attention to such matters is taken for granted. However, it was said that the thin glass was rather easily bruised.

Here again, one saw the retractable-wheel-no-skid mentality, in this case with the wheel sprung by hinging backwards. This arrangement did not seem too happy, and the machine showed a marked tendency to bang its bottom on the ground in rough fields.

Features which did not impress were the small ailerons, said to be somewhat ineffective, the flaps-cum-airbrakes which certainly looked ineffective, and the small fin-and-rudder. In order to cause it to go round corners somehow, the rear portion of the rudder had been converted into a biggish anti-servo tab, not to modify the hinge moment, but to increase the rudder



The Swiss Elfe.



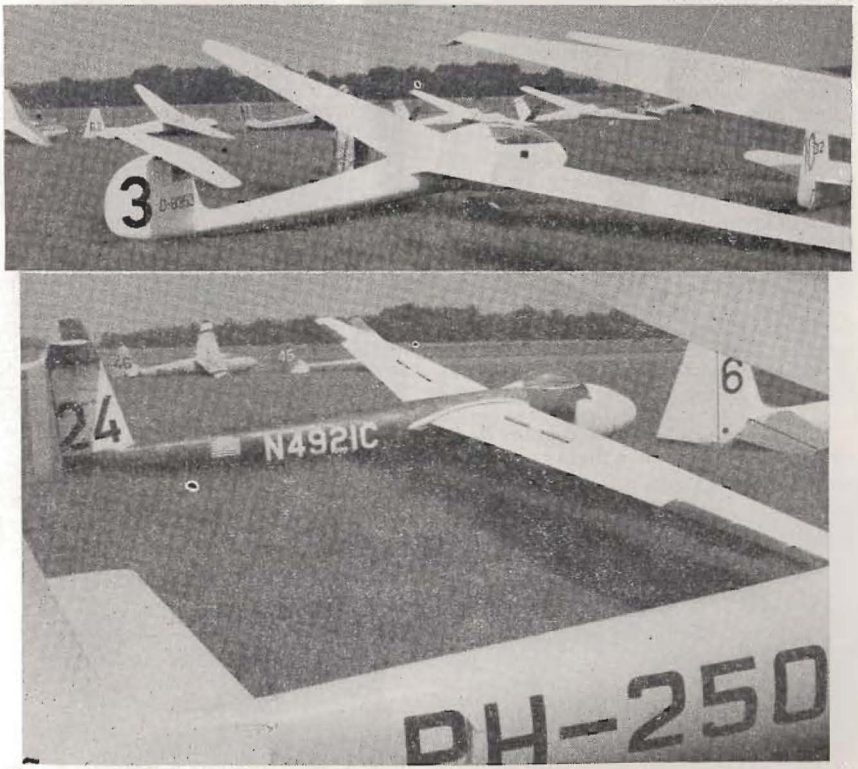
The Meteor 60 from Yugoslavia.

effectiveness. A beautiful shape, superbly finished, but still in need of a good deal of aerodynamic development.

RHJ-6

Both the Phönix and Dick Johnson's RHJ-6 used Eppler low-drag aerofoil sections. These attempt not only to achieve extensive regions of laminar boundary-layer, but also low skin-friction where the boundary layer is turbulent. This is all very well in theory, but, having got the turbulent boundary-layer into this frame of mind, it needs little encouragement to come unstuck, and the consequence is then a very high-drag aerofoil.

Whilst the Phönix outfit seemed unworried by such sinister possibilities, Dick Johnson soon convinced himself that he had indeed achieved a high-drag wing at low speeds, and slapped on a row of cardboard vortex-generators across the whole span. He had built this machine himself and,



Above: E. G. Haase's Phönix. Below: Dick Johnson's RHJ-6. (Courtesy of "Flight").



Dick Schreder's Airmate HP-8, which he landed in East Germany.
(Courtesy "The Aeroplane & Astronautics").

lacking a final finish, it has a somewhat patchwork appearance due to expanses of naked filler. I hope he will not take it unkindly if I say that the external shape made no concession whatsoever to "styling" and was in marked contrast to the Polish machines. The fuselage appeared to be made of immense chunks of timber, even by British standards, and the all-up weight was rendered even more startling by the presence of 60 lb. of ballast in the bows.

Another feature shared by the RHJ-6 and the Phönix was a T-tail, which seems to be rather a good way of avoiding demolition of the tailplane by crops whilst getting it further aft at the same time.

HP-8

Dick Schreder's HP-8 was another do-it-yourself glider, built in a matter of months with the most extraordinarily accurate fitting at wing joints, airbrakes and ailerons. With a three-piece wing, the joints were virtually invisible, and the aileron gaps were of the order of a few thousandths. In the best transatlantic tradition, it had a wing loading of 8 lb. per sq. ft. Surprisingly enough it seemed to have no dihedral.

STANDARD AUSTRIA

Apart from the Foka, the other outstanding Standard Class machines were the Standard Austria and the Fauvette. The latter has been extensively described before, and is indeed an elegant conception. With a somewhat similar configuration, the Standard Austria had an altogether sleeker aspect. The fuselage shape was very beautiful and the white finish seemed most fitting. Unlike the Fauvette, the tail-



The Standard Austria which won the "Ostiv" Prize for 1960.

surfaces were all-moving with anti-balance tabs. The wing structure is a very refined affair in wood and the ailerons, as on many other machines, looked distinctly small.

BRITISH GLIDERS

Against this background, how do the British machines compare? In terms of sheer effectiveness, very well indeed, as the results of the Championships have shown. On marginal days, the lower wing-loadings confer a great advantage over the hot ships and, after all, Championships tend to be decided by the tricky days. They land in small fields and remain intact in rough ones: the controls work quite well and you can see where you are going. But, compared with many foreign machines, they look like double-decker buses. "Styling" is creeping in, and the conventional theme, which has changed little in the last twenty-five years, is beginning to look somewhat stodgy.

Even if we do not want to lie flat on our backs, there seems to be plenty of scope for whittling down the depth of the fuselage by avoiding wasted space, for better cockpit interiors, and for the "optional-extra" approach. Cost is a major consideration in British gliders, but it would seem quite feasible to offer a "cooking" version of a machine at the sort of price we pay now, with optional refinements up to retractable wheels, de-luxe cockpit trim, and so on, at extra cost. There is, of course, room for some aerodynamic and structural improvements, but in terms of genuine over-all performance, as opposed to optimistic polars, we can hardly complain.

OBITUARY

HEINRICH DITTMAR



Heini Dittmar, in flying helmet, is seen at the first International Gliding Contest of 1937, *in company with Otto Bräutigam (right foreground), and two other competitors (in caps), Ludwig Hofmann and Wolfgang Späte.*

HEINI Dittmar, the first World Gliding Champion, died as the result of a crash in a light aeroplane on 28th April, we regret to learn from a Press report. He was aged 50, and must, therefore, have been 22 when he followed his elder brother Edgar into the ranks of well-known pilots by flying in the German National Contest of 1932.

Edgar had set up a world's height record of 2,543 ft. (775 m.) at the 1928 contest. Then he and his brother designed and built their Condor, a shapely gull-winged machine with V-struts, and brought it to the Wasserkuppe, where the brothers flew it alternately and piled up the hours; this was Heini's first experience of the site. After this he proceeded to surpass his brother, obtaining the 9th Silver C badge in the world in 1933 and then, in early 1934, taking the Condor on the German soaring expedition to South America, where he raised the world's height record to 14,137 ft. at Rio de Janeiro on 16th February. This achievement broke a record of Kronfeld's which had stood for five years, beating it by nearly 6,000 ft.

Back in Germany, Heini was given a better machine to fly—the Sao Paulo (Fafnir II type)—at the 1934 annual contest, and on 27th July proceeded to set up another world's record with 233 miles from the Wasserkuppe to Liban in Czechoslovakia. This time the record he beat was only of one days' standing, for Wolf Hirth had flown 219 miles the day before.

In the following year another world's record fell to Heini Dittmar: two-seater altitude in an enormous research sailplane called the Obs, of 85 ft. span. He climbed 9,186 ft., more than doubling Groenhoff's record of 1929. In the same year a biography

of him (by P. C. Doernfeldt) was published with the title: "Ein Junge—drei Weltrekorde".

At the first international gliding contest, held on the Wasserkuppe in 1937, Dittmar again flew the Sao Paulo, and won with 1,663 points against the runner-up's 1,427. His most remarkable flight was on 10th July when no-one else got away at all. At 1.15 p.m. he arrived back by aero-tow from the previous day's distance flight. Half-an-hour later he was off again on a 110-mile flight.

A.E.S.

AUGUST RASPET

PROFESSOR "Gus" Raspet of Mississippi State College died on 27th April in an aeroplane crash. He will long be remembered as an indefatigable worker in the field of sailplane performance. He showed in a series of papers the possible improvements in glide ratio which would be obtained if the boundary layer flow of several typical sailplanes could be made laminar. Further he experimented with sailplanes, including the Tiny Mite and the RJ-5, in improving their surface condition. In this way, he achieved a glide ratio of 40 for the RJ-5 and helped Dick Johnson to establish the present world distance record in this machine.

He was above all a first-class experimentalist. He measured the performance of soaring birds by formating with them in sailplanes, and showed that the high performance they obtained was due to their ability to achieve a laminar boundary-layer flow. He showed that if air could be withdrawn through the porous skin of a wing, laminar flow could extend almost to the trailing edge, and he proved this by flight tests. He deduced that a sailplane could be made which would stay airborne in level flight with the expenditure of only half a horse power. This, he said, showed that we were now able for the first time in history to solve Leonardo da Vinci's problem of human-powered flight.

All this propaganda he was making back in the early 1950's before the laminar-flow sailplanes flying today were in existence, and before the present day efforts towards man-powered flight had begun. I first met Gus Raspet at the OSTIV Congress in Madrid in 1952. It was typical of his hustle and impetuosity that before the end of the week he had offered me a post at his college in Mississippi to join him in his flight testing. He wrote in August to confirm the offer and asked that I should be there with my family within a fortnight! His enthusiasm was infectious, and he inspired a team of young scientists in America who have joined him and carried on his work.

This enthusiasm was communicated to many who never met him. Only recently his latest paper on "New Approaches to Soaring" has been published. It is full of ideas to use solar power to increase glide ratios to something like 90 to 1 and discusses the use of atmospheric turbulence as a source of energy.

Gus Raspet was unique. We shall not soon forget the contribution made by him and those he inspired to our sport.

ALAN YATES.

Having renewed acquaintance with Gus Raspet at the "International Congress of the Aeronautical Sciences" at Madrid in 1958, I would like to add a few further remarks to Alan Yates's excellent tribute.

Apart from experimenting on gliders and light aeroplanes, he had a vast enthusiasm for looking at boundary layers under every conceivable circumstance. In 1958 he had been carrying out experiments on the boundary layer over the rear of a Blimp, which involved spending periods of up to 30 hours in a special little cabin built into the top fin. In search of higher Reynolds' Numbers, he was proposing somewhat similar investigations in a submerged submarine. On a smaller scale, he had come to the conclusion that the design of a satisfactory non-drip coffee-pot depended on inducing boundary-layer separation at the spout.

There was a remarkable story, possibly apocryphal, about his efforts to teach a bird to fly in a wind tunnel. In its fully developed after-dinner form, a story started at the egg and went through a series of very funny episodes until the happy bird discovered the joys of soaring. Unfortunately it choked on a bone and died before ever getting into the wind tunnel.

Even a superficial acquaintanceship left one with an abiding impression of sincerity. He had a considerable reputation in the field of boundary-layer research, and we have lost one of those rare characters who can combine scientific pursuits with a contagious enthusiasm for life in general.

F.G.I.

Correspondence

LESSONS OF THE 1960 WORLD CHAMPIONSHIPS

Dear Sir,

I am writing this immediately on return from Germany while the lessons of the Championships are still fresh in my memory. In my opinion there are three main ones: the team flying by the Poles, the excellent results achieved on both marginal and good days by Standard Class gliders, and the need to revise the rules more in line with modern competitions.

The idea of flying cross-country in twos or threes is no new invention, but it does require gliders of similar performance; a flying Team Captain (as well as Team Manager on the ground as at present) who makes the basic decisions such as whether to go across a "blue patch" or go round by the clouds; pilots of approximately the same skill; and two-way radios.

One of the biggest advantages of team flying is when searching for the fast-moving core of a thermal within a very large area of upmoving air. It is most unlikely for a pilot to strike this core straight away, but with three pilots looking, the time involved is greatly reduced. The cross-country speed of a team is bound to be faster than individuals on their own, except possibly when cloud-flying. There appears to be no reason why this should not be practised in this country except for the dearth of reliable two-way radios. May I suggest that very favourable consideration be given to grants for air sets so that experience in cross-country team flying may be built up?

The excellent results achieved by Standard Class gliders on all types of days shows the extra nine or ten feet of wing on 18-metre gliders to be a rather expensive luxury. This does not mean that there should not be two classes; I am all in favour of having one unrestricted competition, but it has been proved that there is precious little advantage accruing to the big glider. This leads me to propose that the marking of both Standard and Open Class gliders be made together, although there can still be champions in each class. Selection of time of take-off can be done alternately by Standard and Open Class pilots, so as to even out the chances within a class. There will thus be *one World Champion* (Standard or Open) and one champion of the other class.

As competition becomes hotter, so flaws in rules are bound to come out. The whole idea of task-setting is that it must be a possible one for the good pilot, and it must extend him so that everybody does not end up by earning 1,000 points on a distance flight. When large numbers of gliders are in competition, it is surely fairer to say that a race is only a race when at least ten per cent of the gliders who start actually finish. Anything less than that means that a high element of luck must be present. Similarly, ten per cent of gliders (or the nearest whole number above) must fly more than 50 kms., either projected along a line, or in free distance, to make it a competition day. The minimum distance to score marks might well be given out at the briefing but must be about twice the distance possible in a straight glide from the release point in the prevailing conditions. There is little doubt that our own National Competitions will have to be marked out of 1,000 daily, because more and more pilots are getting into the international class.

I hope these reflections will be taken up and that our own competitions will follow suit in 1961. Let there be one British Champion (of any class) with a champion of the other class. Naturally, one would expect the Open Class glider to win, but if it doesn't, what wonderful credit to the Standard Class pilot! This will surely encourage the best pilots to fly on 15-metre wings, which, I fancy, will be the trend in all countries.

Finally, may I enter a plea for radios to be allowed in the Standard Class. It really seems rather futile to prevent the use of an "optional extra" in any glider.

A. J. DEANE-DRUMMOND.

Wargrave-on-Thames.

MAN-POWERED FLIGHT

Dear Sir,

Mr. T. G. Nyborg's letter in the June issue sent me searching for an article by Dr. D. R. Wilkie, a biologist, which appeared in *The New Scientist* in July last year. The following man-outputs are derived from a graph in that article:—


Deep breath on the edge of space
Atmosphere enough to fly on, but not enough air to breathe. Up here, oxygen means life—British Oxygen.
British Oxygen Aviation Services extend to the uppermost limits of the world. And on the ground to the ends of the earth. Consult us on every detail about complete oxygen systems. Crew equipment, Storage and dispensing methods. Servicing and supply—anywhere in the world. *New ideas developed from intensive research programmes are yours for the asking.*
BRITISH OXYGEN AVIATION SERVICES
Bridgewater House · Cleveland Row · St. James's · London S.W.1
CO-ORDINATING THE AVIATION ACTIVITIES OF THE BRITISH OXYGEN GROUP
BOC

At a level which could be maintained:—

(a) all day .. .. 0.15 h.p.
(b) for five minutes to an hour .. .. 0.5 h.p.
(c) for a few seconds of explosive effort .. .. .. 2.5 h.p.

These outputs are for a 70-kg. (11-stone) man.

Taking the 0.5 h.p. figure, and assuming a sinking rate of one foot per second (!), the above man will only just keep up an aircraft of 120 lb. weight, assuming no power losses.

Looking into the future, do I see a machine of this sort?

A flying wing (for lightness), prop-driven by crank or chain, controlled by a stick operating elevons, the pilot lying prone and suitably braced, sweating profusely, of course, the construction being of model aircraft style using balsa wood (do you get longer pieces than three feet?) with mayhap a drop-out undercarriage. A little judicious help from a hot runway and we're off!

Pardon me while I sharpen my trusty, if somewhat rusty, balsa butchering knife!

BILL LOW.

Aberdeen Gliding Club.

"AIRPLANE TOW"

Dear Sir,

Those of us who had a hand in turning out the first chapter of the new American Soaring Handbook on Airplane Tow, are both flattered and puzzled by Mr. Piggott's review of it in the April issue. We are flattered by several of his comments but puzzled that some of the techniques are "not to be recommended".

We have the highest respect for Piggott's knowledge in these areas and would certainly welcome more detailed critical comments.

One comment might be in order. American soaring activity is conducted on a much smaller scale than British, in widely dispersed areas, and with somewhat less rigid instructional standards than the British. We felt it desirable to be quite detailed simply because we felt sure that our manual would serve to a considerable degree as a tool of self-instruction in environments in which there is little or no residue of experience and little word-of-mouth informal transmission. We felt, too, that all existing written instructional material, including Piggott's excellent book, assumed that much of the initial fund of information either existed in the student or would be transmitted by the early stages of formal instruction.

This point of view toward the flight safety problems in American soaring will be evident in chapters of our Handbook still to be issued. They will attempt to bridge all the way from the most elementary matters of equipment and environmental safety to the flight techniques desirable in an accomplished pilot at about the Silver C stage of development.

I look forward to an opportunity to visit several British soaring sites and your Association office during this coming August.

TOM PAGE.

Urbana, Illinois.

[The "detailed critical comments" asked for by Mr. Page in his letter have been given by Mr. Piggott on page 245—ED.]

TRAINING TWO-SEATERS

Dear Sir,

In your June issue Ann Welch mentions the need for a "new British training two-seater". But why does it have to be British?

In your same issue is an advert. for a new two-seater that appears to meet the requirements stated by Ann Welch—but it is not British. Does this matter?

CHARLES ELLIS.

Ilford.

DAILY INSPECTIONS

by Peter Fletcher

BETWEEN the annual C. of A. inspections which are, of course, the responsibility of a qualified inspector, gliders are operated on the basis of a daily inspection before flight by an approved person, and this system works quite well so long as the individual has been carefully coached by the Club ground engineer or other technically qualified person; however, private owners operating away from well-established sites, and members of smaller clubs, perhaps having no full-time engineer, may find these notes helpful.

The importance of a really efficient daily inspection cannot be over-impressed; the safety of the pilot and the machine are involved and no hasty "going through the motions" should at any time be tolerated.

It may seem obvious but good light is essential. Many times I have seen people inspecting a glider at the back of some dark hangar on a wet morning to save time when it clears up. This is just not good enough; in bad light you can miss something small, like a hairline crack in paintwork which could be the first sign of more serious internal damage.

To commence your inspection, put the glider where you can see well and can get right round it in comfort. I personally favour a check list, and one as used at the London Gliding Club is reproduced here. It covers all types of gliders and serves as a reminder of the various points to check during the inspection; however, if you do not have a check list, then you will have to have a system such as starting on the left-hand side of the cockpit and working right round the glider back to your starting point. Remove or open the canopy if fitted, operate the flying controls through their full movement, note that they move freely and that the control circuits do not seem either unduly slack or too tight—the control cables are affected by temperature to an extent, i.e., between summer and winter, and may need some adjustment from time to time, but it is quite easy to do this at the various turnbuckles in the offending circuit. If you do adjust these, then not only must you relock the turnbuckle with locking wire, but you must ensure that the turnbuckles are in safely.

Should the seat be removable, or open at the sides, make sure that no loose objects have fallen down where they might jam controls; examine the safety harness, and if it is of the "Q" type then you must check the correct operation of the box release; operate the dive brakes or spoilers, make sure that they close properly.

With regard to the instruments: if the A.S.I. is on an ordinary pitot, then place your finger over the end and hold your hand on the tube; the heat will be sufficient to cause the expanding air in the tube to register, if it is one of the numerous versions of pot pitots; then leave it alone and just ensure that the tubing seems sound and well connected. Never blow down pitots; you will very easily damage them beyond repair by doing this. Check the variometer by pinching off about one inch of tube from the capacity; the green piston will then rise; release the pressure slowly and the green will descend slowly, as it touches the bottom of the tube. The red piston should just lift off its seat. Set the altimeter to zero; if a turn and slip is fitted, switch it on and make sure that it is operating, and have a look at the connections to the battery—see that they are sound.

Operate the cable release mechanism; check that it releases under load by getting someone to pull on the cable while you release—this is always good for a laugh if you can get your helper unawares and he falls in the mud—apologise and check the back release.

Examine the landing skid and wheel: if the tyre looks soft, put it right or you will

Warren Storey

Sailplane and Glider Servicing

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THRUXTON AERODROME, ANDOVER

THE LONDON GLIDING CLUB

DAILY FLYING CERTIFICATE

Machine.....

The following items MUST be inspected daily before signing out machine. Items passed to be clearly ticked.

WING UNIT	FUSELAGE UNIT	TAIL UNIT	CONTROL CIRCUIT & RIGGING WIRES
1. Visual inspection of general condition. 2. Pins, root & strut. 3. Fittings, root & strut. 4. Shaking Tests. 5. Safety pins locked. 6. Aileron hinges. 7. Aileron horns. 8. Dive brakes or spoilers. 9. Check alignment and rigging.	1. Visual inspection of general condition, damaged panels etc. 2. Wing & strut fittings. 3. Skids and wheel. 4. Tyre pressure to be 35-45 lbs./sq. inch. 5. Quick releases. 6. Instruments. 7. Harness and crash pads. 8. Clean out cockpit and clean canopy.	1. Visual inspection of general condition. 2. Rudder, elevator & trimmer hinges 3. Ditto control horns. 4. Rigging. 5. Tailplane attachment pins, etc. ——— Wheel Dropping Test Certificate of Air-Worthiness current	1. Check for correct direction of operation & full movement of all controls. 2. Check control cable tension, all circuits. 3. Freedom of operation, wear, backlash, etc. 4. Locking of turnbuckles. 5. All inspection covers securely placed. 6. Wires free from rust. 7. Bracing wires correctly tensioned and free to swivel at anchorages

Remarks:

Signature..... Date.....19

soon need a new inner tube; go over the fuselage looking for signs of cracked paint, etc.; have a look at the tail skid.

Next, check the mainflares; examine the leading edges for any signs of damage—the great majority of gliders have the torsion box type leading edge, and any signs of cracking paintwork must be referred to a qualified inspector, because the torsion loads carried in flight by these leading edges are considerable; remove the centre section fairings, ensure that all wing attachment pins are well home, locked correctly with their safety pins. Now get your helper to shake the wing-tips gently up and down, and then fore and aft; by feel and vision note any excess play—if in any doubt get expert advice; examine the general condition of the fabric and check the security of the aileron horns. Have a look through the inspection panels where cables pass over pulleys for any signs of cables fraying: a small "whisker" of cable sticking out is usually the first sign of trouble in this respect; if found, the cable will need replacing.

Examine the tailplane and ensure that it is seating properly on the fuselage, that its struts if fitted are properly attached, the pins locked, that the elevator actuating arm is connected to the elevator circuit, that the pin is secure and locked.

Have a look over the rudder: ensure that the horns are secure. Move it through its full movement; before the horn actually touches the side of the fuselage the cable should go slack as the stops in the cables take up.

Before leaving the machine you have come back round to the cockpit. Now is the canopy really clean? If not, clean it: a dirty canopy is a menace even in good dry weather; in wet weather a mixture of dirt and water can be really dangerous in reducing visibility.

Now for a few words of general advice: only experience and working under supervision will tell what is trivial and may

be disregarded; what it vital and may not. In view of this, you must be one hundred per cent *sure* and you must above all else know your own limitations. If the "play" at a wing fitting seems excessive, or a paintwork crack appears, can you be completely certain it is acceptable? Should you have any doubts on this score, get expert advice; do not hesitate to ground the glider until an inspector is available. Of one thing you may be quite sure: he will not laugh at your caution and you will learn a lot watching him and listening to what he has to say.

When you sign a daily inspection certificate you have stated that in your opinion the glider is in all respects airworthy; this is a considerable responsibility—there can be no room for any doubts in this respect.

* * *

For those who are interested in glider maintenance, I can suggest that they read a most excellent little manual, *Glider Maintenance*, by Ray Stafford Allen, available for a mere 5s. from the B.G.A. It is a "must" for the amateur and the only book of its kind available in this country.

UP and DOWN

World's Records Beaten

On 28th May it was announced in the Press that a new single-seater world's distance and goal-flight record of 560 miles had been set up by Vladislav Zejda, who flew an L-21 Spartak from Zamberk airfield in Czechoslovakia to Sighibsoara airport in Rumania, his goal. Mr. Zejda was to have flown in the World Championships, but the Czechoslovak team failed to arrive. This flight beats a long-standing distance record of 535 miles set up by Richard H. Johnson in the U.S.A. on 5th August, 1951, and a goal-flight record of 421 miles set up by Rene Fonteilles in France on 13th May 1956.

Earlier in the month Mikhail Veretennikov, of the U.S.S.R., who was likewise entered but failed to turn up at the World Championships, was reported to have beaten the world's 100-km. triangle speed record, previously held by Jose Mrak of Yugoslavia with a speed of 68.4 m.p.h., though by a small margin. Veretennikov's speed was 111.38 km./h. (69.21 m.p.h.). On 18th June the same pilot flew about 700 km. (435 miles), taking more than eight hours.

On the same date, 18th June, Viktor Ilchenko (another expected competitor who failed to arrive at the World Championships) beat the world's two-seater goal-flight record, held by Jerzy Popiel of Poland with 541.3 km. (336.3 miles) and dating from 1953. Ilchenko flew with a passenger about 600 km. (373 miles) to his goal.

Two High Climbs

On 5th June Pilot Officer Ian W. Strachan, flying an Olympia 2b of the Fenland R.A.F. Gliding Club, climbed 24,300 ft. after aerotow release near Watton and reached an absolute altitude of 25,900 ft. (He has written an account for SAILPLANE & GLIDING).

On 18th June Flight Lieut. Gordon Rondel, flying an Olympia 2b of the Fenland Club, reached 30,100 ft. If confirmed, this flight will set up new British records for gain of height and absolute altitude.

Out-and-Return Record

On 29th May A. J. "Rocky" Stone, of B.E.A., beat the British out-and-return single-seater record with a flight of 220 miles from Lasham to Bridgnorth and back, taking six hrs. 50 mins. He then found that there was no film in the camera with which he thought he had photographed the turning-point. So he started again next day at 10.30 a.m. with a film in his camera and repeated the flight in more difficult conditions, taking seven hrs. 35 mins. The previous U.K. record was 197.2 miles by A. J. Deane-Drummond, and the British National record 217 miles by R. C. Forbes.

Speeding Up

On the 19th June Mrs. Anne Burns beat her own British feminine speed record for a 200-km. triangle, formerly 25 m.p.h., with a speed of 32.6 m.p.h., subject to confirmation.

Silver Medal

The British Silver Medal for Aeronautics has been awarded by the Royal Aeronautical Society to Mr. Philip Wills as Chairman of the B.G.A. since 1948 and World Champion in 1952. This and other awards were made at a dinner held by the Society on 19th May, following the Wilbur Wright Memorial Lecture.

Notes on British Aero-Towing Practice

by Derek Piggott

In recommending the Soaring Society of America's new booklet, "Airplane Tow", by Tom Page, in our April issue (p. 116), Derek Piggott mentioned that some of the American methods were not to be recommended in this country. Mr. Page has, in consequence, written to ask that the points of disagreement should be elucidated, so Mr. Piggott has sent a tape-recorded reply to America, and also put his ideas on paper. We are, therefore, reproducing them here so that they can be read in conjunction with Mr. Page's textbook, to ensure that it can be used to advantage by our British readers.

FIRST let me say how much I enjoyed and admired Tom Page's treatise on aero-towing. Without a doubt it is the most complete analysis on how to tow and be towed yet written. I hope it will not be felt that I am making wholesale criticism if I list the few points on which the ideas of English and, I believe, European gliding circles differ. Some of them have not yet caused difficulty in the United States because the gliders in use have different construction or detailed equipment; but perhaps, now that a number of foreign machines are being introduced into that country, it is more reason to warn pilots about them.

REF. p. 17.—We are all very surprised that they even permit rocking wings for launching signals. It is expressly forbidden in most British gliding circles because it is dangerous, particularly for winch or motor-car signals. I would define a safe method of signalling for any type of launch as one which can be clearly seen by winch, car or tug pilot, and in which a "Stop" signal can be given even after the take-off has commenced.

The aero-tow is the least critical of all launches and there would seldom, if ever, be need for a Stop; but if this means of signal is accepted for aero-tows, it will be used for winch and car launches and may then cause accidents.

We here have had a number of incidents when the glider has over-run the launching cable on winch or car, and either the cable parachute has caught the skid or the shock-absorber rope has become wound round the main wheel. You can't put the wing on the ground for the pilot when the glider has started its take-off run or is already off the ground, and there may be occasions when it is vital to stop the launch.

The alternative of having a bat or handkerchief with definite signals for "take up slack", "all out" and "stop" requires no more crew but is infinitely safer and breeds a respect for a proper signalling system for other types of launch. There is then no possibility of the glider being launched because an inexperienced crew member lifts the wrong tip!

I would like to suggest that the author adds a large-type warning to both tug and glider pilot about the results of failing to close and lock the airbrakes before take-off. As more gliders in the U.S.A. become fitted with powerful airbrakes, I am sure this could be the cause of many serious accidents. It is hard to believe the glider pilot would not become aware of the brakes being open —but even some of the most experienced have been misled into believing that the poor rate of climb was due to the tow plane.

Most of the airbrakes in this country suck open in flight if they are left closed but not locked. The brakes then open as the combination reaches climbing speed, and

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the drag is so high that the glider usually has to be jettisoned or waved off into any space available. It all happens so quickly that the glider pilot is usually on the ground before he has time to recognise that the brakes are open. One can just imagine the hazard if the glider attempts a circuit without closing the brakes.

We warn our pilots to re-check their brakes if the climb or feel of the glider is abnormal, or immediately after releasing if they are waved off on take-off by the tug.

We suggest that the tug pilot should, if possible, look back and check that the airbrakes are closed before starting the take-off, and should re-check them immediately after the tug is airborne, and at any time the rate of climb is suspect. If the airbrakes are seen to be open on take-off, the tug pilot should jettison the glider immediately rather than waste time giving the wave-off signal. With most of our lower-power tugs, level flight is difficult and even a gentle turn results in a loss of height. Of course with good cockpit drill there is no excuse for the airbrakes being unlocked—but the risk of a serious prang when the error is made is so high that it warrants special emphasis. By far the greatest number of incidents to aero-tow launches in England have been airbrake ones of this kind.

REF. p. 24.—A common reaction to finding a large bow in the tow-rope is to try to tighten it up by increasing the drag by airbrakes or use of rudder. Perhaps a word of warning is needed about doing this. If the glider is left clean, the bow will come out as the glider's drag slows it down. Opening the brakes or skidding slows the glider down more rapidly, but this will usually result in a much more violent snatch as the rope comes tight. So the method the author suggests should be used to prevent a bow getting larger, but not to tighten one.

REF. p. 28.—I was surprised that U.S.A. pilots find it best to go to the side for changing from high to low tow. The alternative which we use is to fly straight through the slipstream while directly in line. Difficulty seems to occur mainly when one wing only is on the downwash of the tug, and it would seem more probable that an inexperienced pilot would get the trouble going round than directly through.

However, the low tow is not often used in this country, as most of our tows are for thermal soaring.

Recent research in this country into the disturbances behind larger aircraft have shown that the prop-wash is negligible compared with the wing-tip vortices. My own experience, like the author's, seems to indicate otherwise, but I am not sure whether in the years to come we shall want to change the emphasis from prop-wash to wake.

REF. p. 35.—I always used to recommend pulling up slightly and then reducing the rope tension before releasing, and I do it myself and would teach it dual if we were training by aero-tow all the time. But we have had several near misses and a broken canopy caused by the pilot doing this and overtaking the rope-end after release. So I now say: release in the normal position, but when the rope is in normal tension and not under an extra load. Pull up into a climbing turn immediately the rope is seen to go, and on no account descend or follow the tow plane.

Particularly applicable to our lighter and slower machines is the need to remind the pilot to slow right down and re-trim. After the extra noise of a tow, even a slight reduction in speed gives the impression of being nearly stalled, and beginners frequently fail to soar through flying too fast after the tow.

REF. p. 38.—As already stated, I am a believer in clear signals, as I have seen and heard of so many accidents caused by poor discipline, particularly in small groups or clubs who seldom have the advantage of years of operating and many near misses.

We would recommend that the tug rocking its wings is an order to release which must be obeyed regardless. In emergency the tug pilot's life may depend on a prompt release, although, of course, he can jettison.

I don't think an emergency signal done half-heartedly should be used as a "would you mind releasing" signal.

To solve this problem, we either agree for the tug pilot to wave off the pilot, or that the glider will choose the moment and release himself when he likes. In some aircraft it is possible to give a hand-wave signal to indicate that the glider is advised to release but can do as he pleases.

Following an incident last summer when a glider tried to steer the tug and the combination lost control and both released the rope, we have banned the practice of steering the tug. With care it is safe, but perhaps a word of warning about it.

REF. p. 40.—Fortunately the signal that the glider can't release is seldom used, but we teach moving out to the left and wagging the glider's wings, which I think is easier and safer than attempting to waggle all the controls as the book recommends.

One last point: there have been some fatal accidents—usually after the glider pilot has been taken ill in the air—when the glider has become too high and the tug has been pulled into a steep dive. After a few moments the tow-rope loads become so high that both glider and tug pilot would need strength to release.

A similar position could easily occur in event of engine failure, and the tow pilot needs quick reactions to jettison the glider in time. This hazard should be made clear to both tow pilots and glider pilots.

Honourable Mention

THE Air Registration Board's new "Section E: Airworthiness Requirements for Gliders" is now out, and the following acknowledgement appears on the first page:—

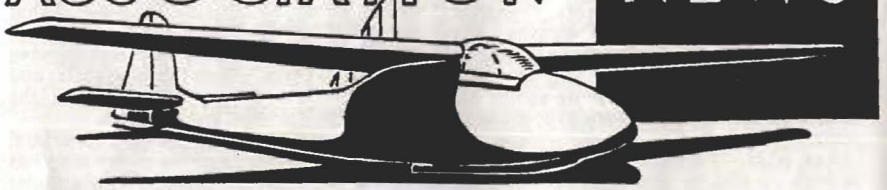
ACKNOWLEDGEMENT

"The Air Registration Board has pleasure in acknowledging its indebtedness to the British Gliding Association for the closely co-ordinated effort which made possible the publication of this Section E. of the British Civil Airworthiness Requirements.

"The Association undertook the main work of preparation of the amendments which are included in this second issue of Section E. through its Design Requirements Sub- Committee which represented the various interests which glider requirements might affect."

This must be almost unique, as from an official to an unofficial body. It shows the relationship of mutual respect which has been built up between the two bodies by the devoted work of our Technical Committee, and once more how much the British Gliding Movement owes to the many expert enthusiasts who do so much work for us for the love of the game. The particular hero in this story is Cedric Vernon, to whom we owe special thanks.

CLUB AND ASSOCIATION NEWS



IN this issue we publish contributions from 38 organisations, the largest number in Club News so far. The special Overseas Section includes news from 11 countries, which surely reflects the increasing interest being taken in our magazine all over the world. I hope Press Secretaries will forgive the rather vigorous pruning. This has been unavoidable in order to get everybody in.

We welcome for the first time the B.E.A., R.A.E. and Swindon Gliding Clubs and also Australia, Canada, Holland, New Zealand and South Africa.

News of two Clubs in Norfolk is included—the Gliding Section of the Norfolk and Norwich Aero Club who operate at Swanton Morley and the Norfolk Gliding Club sited at Tibenham.

More illustrations are needed, so if readers at home or overseas have any photos suitable for reproduction (they should be clear with good contrast between light and shade), depicting club activities or aerial views of sites please do send them to me.

The final date for copy (typed double-spaced on foolscap) and photos to reach me (at 44 Belsize Square, London, N.W.3), for inclusion in the October issue, is first post Wednesday, 17th August. Press Secretaries please note that the date given is a final late date and does not allow any leeway, so do try to send your copy in on time to avoid disappointment all round.

YVONNE BONHAM,
Club & Association News Editor.

ABERDEEN

ON looking back through the SAILPLANE & GLIDING it seems that it is over a year since news of our Club appeared in print. Despite this, however, we have been pressing on as usual.

Our flying season is once more well under way, but unfortunately thermals have been few on flying days. However, on Saturday, 28th May, Harvey Pole managed to stay aloft in the Tutor for 31 minutes during the early evening, thereby gaining the flying part of his C. Congratulations, Harvey.

By the time this appears in print the Gull 1 will have been delivered to its new owner and we will have taken delivery of our new "Swallow" with the aid of John Milne's trailer, which is nearing completion.

The past two winters have played havoc with our blister hangar and large parts of the corroded roof have disappeared with each succeeding gale. We have been given temporary accommodation in an ex-RAF hangar at the West side of the aerodrome.

The Club is holding a summer camp at the S.G.U. in July and the pundits who are fortunate enough to attend are looking forward to many hours of slope soaring on the Bishop, should the winds oblige. We also hope sincerely that someone will be able to chalk up the Club's first five-hour flight.

A syndicate Grunau Baby 2b owned by our chairman, John Whitehead, and brother Gordon has just appeared and various expeditions to other sites are the order of the day. More about this, we hope, in future issues.

In conclusion, the Committee extend an open invitation to all members of other Clubs to come and see us at Dyce airport any week-end, should they have the good fortune to be in this decidedly first-rate part of Scotland.

F.C.M.

B.E.A.

ALTHOUGH this is our first appearance in print, we have been operating for about a year. Like most clubs starting from scratch we have had the usual troubles—finding a suitable site, obtaining hangarage, and so on. Fortunately, through the benevolence of the Air Ministry, we have been allowed to fly at Royal Air Force, Booker, in conjunction with the R.A.F.G.S.A. Chilterns Club. This arrangement appears to work very well and we hope to continue for a long time.

Since we are a section of the Corporation's Sports and Social Club (our full title: The B.E.A. Silver Wing Club Gliding Section) we have not had a new club's financial worries, our only problem being obtaining enough members to justify our expenditure. This has been rather more difficult than the fact that we are an Airline would suggest. However, now that summer is with us and we are expecting an Olympia shortly, we are doing rather better.

To Messrs. P. Ross and R. Bateson must go the credit of having a Gliding Section of the Silver Wing Club. Many others have devoted a lot of time to making the club a success.

Unfortunately, owing to our T-21 striking the ground rather severely, we lost the use of it for most of last summer, but during the winter months it was propelled round the circuit to very good effect, giving us a number of "B's" to our credit, one member going solo from scratch six weeks after joining. We also held a very successful week's course at the beginning of March which produced some more solos.

The other aircraft of our present fleet is a Tutor resplendent with canopy and spoilers. Since the post solo pupils have had this to fly instead of the T-21, the C.F.I. has stopped looking quite so worried. At the time of going to press a second winch and a trailer have been purchased and with the advent of the Olympia we hope to start visiting other clubs of Diamond Goal distance away; that is if we can teach our Airline Pilots to map read, since we cannot fit Decca to the Olympia.

R.A.N.

BRISTOL

WITH the soaring season here again, people have been shuttling to and fro across the countryside in flight paths straight, circular and triangular. The first long flight of the season was Peter Scott's out and very nearly return to Camphill at



Bristol members engaged in mixing cement for the hangar drainage scheme. L. to R.: G. Mealing, H. Entwhistle, R. Jeffries, T. Chubb and J. Derritt.

Easter. This he followed with a magnificent flight on 14th May to Cockburnspath on the Forth estuary, missing diamond distance by some 20 miles but gaining a height diamond on the way.

The first U.K. and British National record ever to be held by a club member was taken on 30th April by Tony Gaze and Rosemary Storey in the Eagle. It was for speed round a 200-km. triangle with turning points at Stratford-upon-Avon and Didcot.

Some other good cross-countries during the period have been made. Tony Morgan (Skylark 2) flew Nympsfield-Farnborough-Old Sarum in a gold attempt and Peter Scott used Swanton Morley as a base for a diamond attempt but came down near Exeter. Doug Jones, now C.F.I., flew Nympsfield-Cerne Abbas-Honiton on 29th May.

Meanwhile we have had a steady flow of Silver C legs, including the following:—Tony Pentelow—distance; Howard Houldey—distance and five hours; Gordon Mealing—distance; Ron Lewis—distance; Roger Barnett—five hours; and Peter Philpott. The last two have now completed their Silver C's. All the five-hour flights were done in thermals and, in fact, more durations have been achieved this way in the last two years than on the ridge.

The courses are now well under way under the able direction of taskmaster Tony Pentelow, and during the first week in June all the pupils had flights to around 5,000 ft.

A notable occasion was 5th May when Lucy Barlow went solo: the first girl to solo for quite a long time. She followed this up the next day by going to 3,000 ft. in the Tutor to get her C.

Col. Tapp has kindly loaned us his Kite 2 for use by the Skylark and Oly pilots. Peter Philpott has already used it for his five-hours. A.D.S.

CAMBRIDGE

ALTHOUGH the soaring conditions this spring have not been quite as good as last year, the Club has certainly been able to make better use of the weather than in 1959. This is partly due to the Club's recently acquired Tiger Moth which had done about 200 aero-tows by the end of May, and partly to an improved sense of enterprise among the pilots. Between October and the end of May Club-operated aircraft flew 450 hours, that is 35 per cent more than during the corresponding period of the previous year.

The earliest soaring flight in May started at about 10 a.m. and on 5th Bryce Smith and G. Maggs soared the T-21 to 3,000 ft. as late as 9 p.m. One of the most successful pilots this spring has been Peter James who completed his Silver C in April and on 29th May made his first attempt at Gold C distance in the Olympia, which took him 58 miles to Benson Aerodrome.

On the 7th May Colin Pennycuick and David Braham were able to have their five-hour flights in thermals around Cambridge; both pilots gained all legs for their Silver C's in less than three weeks.

During April and May there were 11 C flights, many of them on the Tutor. During the same period five pilots gained their Silver C height legs, among them P. M. Selby and D. P. Heaps, who both achieved the required climb in the Prefect from winch launches.

On 15th May the Club's new Swallow arrived. This aircraft has replaced the Prefect which has been sold. First solo flights are now carried out on the Swallow which has been equipped with an open cockpit cover for this purpose. G.S.N.

COVENTRY

NEWS from Coventry during the past two months comes under the heading of steady progress rather than spectacular achievement.

We are very pleased to be able to record the first Gold height for two years. This was gained by Doug Cuningham on 15th May when he climbed to just over 12,000 feet.

Silver C heights have been rather more common, and Messrs. Gordon, Harram, Gibbs, Willett and P. Smith have all been successful—Gordon gaining his A, B, C and Silver height all in the same month, and some of the others taking very little longer.

David O'Clarey managed to complete his Silver C with a flight to Little Rissington in the Prefect on 28th May. The Prefect has also been used by Messrs. Tandy, Peatfield, Wardle and May for their C flights.

On 30th April three privately owned aircraft set off on a race to Cirencester and back—a distance of 102 miles—but only Doc. Gregg in his Skylark IIIb completed the task, with Aylwin Findon failing by only three miles in his Olympia.

On 14th May the Club Olympia, flown by Peter Martin, made 86 miles to the

Wakefield area, with Mike Smith, also flying an Olympia, landing north of Nottingham. Howard Greenway started from Edghill to make best distance for the day—90 miles to Worksop and covered the same route again on 5th June when he flew his Olympia 120 miles to a point north of Leeds. P.M.

DERBY. and LANCS.

PETER Mackenzie has now completed his Silver C with a 45-mile cross-country in his Krajaneck, and Bob Frodsham just failed to reach the Mynd in his Olympia.

On the 28th May Brian Jefferson in his Skylark IIIB reached his goal (Diamond) at Exeter. Walter Neumark in the Club's Skylark II launched some time after Brian, only reached Lulsgate, 138 miles. Bernard Thomas in the Sky reached his goal, the Mynd.

On the 29th May Bill Elrington in the Sky flew some 230 miles or more to Exeter via Kidlington in conditions which were certainly worse than on the previous day. Ken Blake in his Skylark IIIB reached Honiton, which may be just on the 300-km. mark from Camphill, but some spherical trigonometry will be necessary before we know whether he has completed his Gold C. Michael Kaye, alone in his T-42, landed at Nympsfield. Angus Thomson in the Club's Skylark II landed abeam of Leek on his way to Exeter, while Grahame Elsan in the Club's Olympia landed near Shrewsbury on his way to the Mynd.

Stan Armstrong with his Olympia, Bob Frodsham and Denis Ward with their Olympia, and the Peters Mackenzie and Gresham and Richard Godlee with their Krajaneck deserted Camphill for a gliding safari in the Lake District this Whitsun. O.W.N.

DONCASTER

AT last the pieces of the hangar have arrived and should be up by the time of publication.

Doncaster is proving a good thermal site and visiting high-performance aircraft report excellent conditions. With the limited experience of most members and the restricted performance of the Cadet there have been fewer soaring flights by Club members than one would wish, but the number of soaring flights is increasing. John Stirk has had two exceptionally good flights.

A syndicate in the Club is in the process of buying a Tiger and the Tiger itself has already camped out on the airfield. When negotiations are complete and a hook fitted, aero-towing can begin and visitors will be welcome to Doncaster for this purpose.

The original Bedford winch continues, on one drum, to give good service and two further winches are under construction. The most spectacular consists of the giant chassis and driving cab of a double-decker 'bus powered by a Daimler diesel engine of huge proportions and, it is said, staggering power. There will be a direct drive from the fluid flywheel to a single drum.

Bernard Thomas has been made President of the Club and has agreed to serve for one year until the Club is properly on its feet. Ewart Haswell has been appointed C.F.I. and Mike Usherwood and Ian Dickson have been categorised as Instructors.

All in all, for a club which started flying not much more than six months ago, things so far are going well. J.G.R.

DUMFRIES

SINCE our last news letter, flying was temporarily suspended at our Thornhill site until the lambing season was over. During this period the Club Tandem Tutor was taken to the Scottish Gliding Union's site at Portmoak so that the opportunity of some flying could be grasped. Members of the Club who flew at S.G.U. experienced during our short stay thermal soaring, ridge soaring and aero tows. One of our members, Mr. Ian Robson, went solo, this being the third site he had flown from.

We are happy to say that lambing has now finished and before commencing flying at Thornhill we are erecting our hangar to save delay and possible damage to our aircraft with continual rigging and derigging.

Thank you to S.G.U. members who did all in their power to make the pilots from The Dumfries & District Gliding Club enjoy their visit. R.W.

HALIFAX

FIRST solos have been made on our Ringstone Edge site by Messrs. Senior, Clark and Marshall. The Club Treasurer, D. Westerside, also gained his C in a light north-westerly on the edge in the Tutor. The site is still relatively unexplored and as the Club develops we hope to make great advances. A new tractor has been added to the fleet and both winches are now fully operative.

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PUBLICATIONS

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Flying has been limited in the past few weeks by mechanical snags but Messrs. Clark and Elsey have worked wonders and ironed out the troubles.

The Annual Open Day was on 19th June.

Visiting syndicates are welcomed to our site. Food and accommodation can now be obtained at the Club Room. We have a licensed bar, a soarable edge during north and west winds and a desire to see machines other than the Tutor and T-31 on our site!

D.J.W.

KENT

We are glad to say that we have at last made the headlines in the local Press. Surprisingly this is not because of any of our brilliant flights but because of the high incidence of matrimony in the Club. During the last two months no less than six engagements have been announced, though as a 'Prefect' pilot sadly said, "All these engagements concern 'Olympia' pilots and/or instructors and committee members."

The Press reports were expected to result in a vast increase in applications for membership from unattached members of the community. In fact, our membership has increased rapidly and at the moment is almost double what it was this time last year.

On the practical side we must congratulate Fred Wilson on his magnificent and ingenious work in building a cable retrieving winch for the Club at a total cost of between £40 and £50.

Gordon and Denis Crabb went solo at Lympne for the first time on 15th May and 8th May, as did Jock Brock on 24th April. (Jock has just announced his engagement). Geoff Tilley converted to the Prefect on 15th May. Quite a number of thermal flights have been made by Olympia and Skylark pilots during the last two months but if the weather has been comparatively kind to us it has not been sufficiently good to encourage pilots to go cross-country.

Roy Hubble, C.F.I., has moved into his new house in Maidstone and says, "All gliding types are welcome providing they arrive with hooch and paint brushes."

S.P.

LONDON

The period between Easter and Whitsun has been good for this Club with the cross-country mileage exceeding 5,000 miles by Whit-Monday.

The most outstanding flights have been a 300-km. triangle in the Skylark III by Phil Jeffery to complete his Gold C and three attempts at out-and-returns to the Mynd by Geoffrey Stephenson (206 miles), John Jeffries (201 miles) and Colin Richardson (192 miles).

On Saturday, 14th May, we made the first concentrated attempt from Dunstable to fly north for Gold C's. The best flights were 152 miles by John Hands to Driffield and 135 by Phil Jeffery to Selby.

So far no one has got a Gold C down our more traditional run to Plymouth. On Sunday, 29th May, three pilots reached as far west as Exeter but were prevented from going further by the sea breeze—John Furlong, Phil Ramsden and Phil Jeffery. Ron Dodd got sunk near Wells trying to keep to the north.

Two out-and-returns worthy of mention were made by Colin Richardson to Cranwell (162 miles) and Geoffrey Stephenson to Cheltenham (140 miles).

Silver C distances have been obtained by Guy Collinsplatt, Howard Brunt and S. Soames to Lasham. H. Beazley to Basingstoke, David Robson to Barnwell in his Kite I and Charles Barker to Chipping Warden. Silver heights by Messrs. Robson, Barratt, Sheppard and Zeally.

The Whit week-end brought further good weather and a dog leg flight of over 130 miles, flown by John Jeffries in a Cadet Mark I, can surely be claimed as a record for the type. He landed at Cranwell, having first been to Snitterfield. Geoffrey Stephenson reached 18,000 ft. and Phil Jeffery 15,600 ft. on the same day.

This season has started off with 1,000 hours in the first nine weeks since the beginning of April and we are all hoping that the remarkable conditions will continue throughout the year.

J.F.W.

NEWCASTLE

The A.G.M. was held at the Three Horse Shoes Hotel on 19th May. Andy Coulson gave the Chairman's report. 1959, he said, had been the best year in the Club's history both operationally and financially; the number of launches had increased by 50 per cent and the hours flown had nearly doubled compared with 1958.

With regard to Usworth, Andy reported that although our notice to quit expired on 15th April a "day-to-day" extension had

been granted by the Air Ministry and they had arranged for strips to be left at the sides of the runways for our use in the event of the field being ploughed up. Our occupation of the hangar has also been extended with the proviso that we be ready to move out by 6th June if it is sold.

Andy paid tribute to our retiring Hon. Secretary, Doug. Collinson, and thanked him on behalf of the members for the vast amount of work he had put in for the Club.

There were only two changes in the officials, Brian Hartness being elected Secretary in place of Doug. Alan Pratt, Alan Finlay, Maurice Wood, Mike Roland and M. Snowdon were elected as the new management committee.

In his report on the progress of the site at Carlton, Dr. L. Kiloh stated (*inter alia*) that the access road had been re-laid and was now in a reasonable state.

On Sunday, 22nd May, members turned out in force to erect the hut bought at the Usworth sale which needs only the windows and weatherproofing to make it into a snug if not palatial residence for men and machines. The new storage compound for trailers and equipment has also been completed.

L.A.C.

NORFOLK (Tibenham)

ALTHOUGH we have not appeared in the SAILPLANE & GLIDING for some few months we have not been completely idle. Since the arrival of our T-21b last November we have sent 12 members solo and have gained two C certificates.

We have recently acquired another room in the Control Tower and have converted it into an excellent dormitory for members and visitors to stay in overnight.

On Easter Monday we had a Club Open Day which was attended by some 3,000 people. We are truly grateful for all the clubs who visited us and helped us to put on such a good show.

During May for two weeks we had a group of Southdown members staying with us and the Skylark syndicate from Lasham, Ron Wilbie, Ray Brigden and Don Snodgrass. During the second week the Southdown Olympia completed four Silver C distance legs and the Skylark flew to Dunstable and made several other cross-country trips.

We are now on the look-out for another sailplane for the Club so that we can follow the Southdown Gliding Club's example of cross-country flying from our site.

On Whit-Saturday we held a Social in the Clubhouse which was much enjoyed by everyone except the C.F.I. who had his hat filled with almost everything you can think of in the liquid line.

Malcolm Blake, our Club Sec., has recently resigned as he is unfortunately being transferred to another part of the country. Our new Sec. is John Wilkins of 95 Taverham Road, Taverham, DRAYTON, Norwich, Norfolk.

M.R.C.

NORFOLK & NORWICH (Swanton Morley)

IN May a new Skylark IIb, finished in flame and ivory, was purchased by a syndicate of five club members. The glider was aero-towed from Slingsby's Aerodrome at Wombleton to the Club's airfield at Swanton Morley. On the way south, the Tug/glider combination was spotted by two club members who were driving north to retrieve Alfred Warminger who had landed in his Skylark III near Hull.

The Club's three Tiger Moths are fitted with tow-hooks, mirrors and variometers and there is no shortage of tug pilots in our membership.

An all-in charge of 15/- is made for an aero-tow to 2,000 ft., and the first 20 minutes of flight. After 20 minutes the sailplane charge is at the rate of 15/- an hour. A tow to 1,000 ft. is charged 10/-, and then at the usual rate of 15/- an hour.

The Club membership subscription is five gns. a year, and there is no entrance fee.

More than a dozen members have already been checked out on the Kranich and soloed in the Olympia, including Norman Brett, Club Chairman, who had not flown a glider since the Kestrel days at Mousehold over twenty years ago.

The Club's Air Centre is at 28 St Giles, Norwich, Norfolk, to which address all communications should be sent, but the Club's airfield lies at Swanton Morley—52° 44′ N, 00° 58′ E.

There is a regular meeting on Thursday evenings at 7.30 p.m., at their Air Centre, and lectures, films and demonstrations on flying are arranged during the winter

months. A colour film of the Olympia in flight in Sweden, presented to the Club, has proved of great interest.

New members and visitors are always welcome.

G.J.H.

NORTHAMPTON

DURING the last two months there has been a slow but steady progress in the organisation of our first season at Podington. On the flying side, there is now a flying "ladder", from the T-21 for the *ab anitios*, through Mark I, Tutor, Swallow, to Skylark 2, with excursions in the Eagle for conversions. The membership seems at the moment to be very evenly distributed on the various rungs of the ladder. Five people, G. Hall, D. Luddington, G. Lines and the Dunmore brothers, have recently gone solo and E. Clark has got his Silver C height.

On 28th May the R.A.F., with the U.S.A.F., our neighbours at Chelveston, held an Open Day. We ran passenger trips before and after the main show, using T-21 and Eagle (courtesy of the Chairman) with two tugs piloted by H. Britten and Harry Midwood. Ken Pearson, our C.F.I., gave an aerobatic display in the T-21, and Charles Boddington put one on in a Tiger. On Whit-Monday Ken Pearson and Harvey Britten aero-towed the T-21 to Hucknall to put on a display at the R.A.F.A. Air Display there.

Inside the clubhouse things are gradually getting organised. The Bar is being used more extensively and the elements of a catering policy are beginning to appear.

Recent visitors to the site include members of the Nottingham Round Table, who are the nucleus of an East Midlands Gliding Club.

B.C.H.

OVERSEAS

ACCRA

THE long-awaited aero-tows have now started. As mentioned in a previous issue, the Rt. Hon. Dr. Kwame Nkrumah, P.C., has very kindly made his Piper Super Cub available to the Club at week-ends for aero-towing. This machine is now operated by the Ghana Air Force and Col. Shatkay of the Ghana Flying Training School gave the first tow at the beginning of May.

A recent arrival from a U.K. Gliding Club told us that he had understood that the Accra Gliding Club was defunct(!). We therefore hasten to point out that we are by no means defunct, but continue to average



about 3,000 launches per year, flying week-ends only with the Club Tandem Tutor and Prefect.

In our three years of gliding so far we have sent 29 members off on their first solo, 17 have earned their C certificate, four their Silver C height, one his Silver C distance and two their Gold C heights.

Apart from a small outstanding loan on the Prefect, we are completely solvent and we think that even Mrs. Welch would heartily approve of our amenities! These include a shelter at the launch point with chairs and tables and the use of a bungalow with all mod. cons. as a Clubhouse.

Potential visitors to the Accra area of Ghana can thus rest assured that we are still going strong and continue to offer gliding in sunshine and comfort.

Recent flights of merit include a climb by our Chairman, Dick Skelton, to 5,000 feet to earn his Silver C height and the Margaret Smee Trophy. Both Karl Tiede and Gerry Burgess had cunim climbs to over 12,000 feet in Karl Tiede's Ka. 6 to earn their Gold C heights (barograph working this time).

Recent 15-minute C certificate flights include those by Messrs. MacCarthy, Morrogh, Lewis and Zechel and also by our hard-working Secretary/Acting Treasurer, Frank Handscomb. P.G.B.

AUSTRALIA

THE gliding movement in Australia seems to be entering a boom period. New clubs are forming in most States and the shortage of instructors and second-hand two-seaters is becoming acute.

Edmund Schneider Ltd. are building Kookaburra trainers at top speed (one in every three sailplanes in Australia today is a Kookaburra) but they cannot keep pace with the demand.

The standard Kookaburra has a span of 13 metres but an improved version has now been produced with a span of 15 metres. There were the usual teething troubles with the new design but there are now four of them flying in Australia and they are reported to be a popular sailplane. No performance tests have been run yet, but it would seem that the glide ratio has been improved from 22 up to about 26, with a reduction in minimum sink as well.

Gawler is now the home of the G.F.A. National Gliding School. This school was started in 1958 to help standardise methods of instruction and to raise the standards of glider instruction in Australia. Courses are also held for ground engineers.

The G.F.A. pays the fare to the school for two or three trainees from each State and all instruction at the school is free. The trainees pay only for their board and meals.

The school's third course is to be held during October. The trainees are nominated by their clubs and must, in most cases, already hold an instructor's rating. The purpose of the school (at present, anyway) is not to train instructors but to improve the standard of those already qualified.

Nominated as perhaps the most outstanding flight during the past summer was a goal flight of 210 miles by John Blackwell of the Southern Cross Gliding Club. The flight was his first cross-country effort and was made in 5½ hours in the Schneider Kingfisher, which has a span of only 10 metres. A.A.

BULAWAYO

ALTHOUGH soaring is possible all the year round at Bulawayo, March to July conditions are somewhat subdued, possibly more like the best days in England. In Rhodesia we are very spoiled, as days without 20 up and 10,000 ft. above ground level just are not going-away days. But one must also experience Rhodesian downs with the altimeter winding back merrily to get a true picture.

Jeff Hammond obtained his C in February with a flight of two hours at the same time obtaining his Silver C gain of height. We have two new solo pilots, Sidney Legg and Mike Jenkins.

This Sunday, 5th June, Gordon Paterson soared in the Grunau to 4,500 ft. from a winch launch, staying up for an hour-and-a-half. It was Gordon's last flight for at least two years, as he has been transferred to Umtali on promotion. The club will miss him very badly as he has done far more than his share to make the club a success. He built the Grunau practically from scratch, C. of A.'d the remaining three aircraft, which also meant repairing them and then gave up a fortnight's leave in November to change the Tiger Moth's engine and C. of A. the airframe.

To give you a little local colour our airfield has abandoned gold mine shafts at one end. We have seen buck on the field and there are many ant-bear holes around. Snakes are seldom seen but we know they are there

and we have even suggested that part of the D.I. be inspecting the fuselage for them. We employ an African looking after the field and he has been flown in the Bergfalke. The field is surrounded by the usual dense bush and to the south the Matopos hills stretch for miles. In two months time we get the dangerous bush fires which quickly transform the scenery and it is quite easy to lose sight of the field from the air amidst the general blackness. From this you will see gliding in Rhodesia is somewhat different to U.K. and flights from Bulawayo of any distance have still to be made, which gives one rather a pioneer spirit when attempting a cross-country.

G.H.

CANADA

At the Edmonton Soaring Club on Sunday, 17th April, Ross Grady soared to 25,454 feet a.s.l., then returned, and with Bill Harry went up to 15,854 feet, surpassing the existing Canadian absolute altitude records (subject to confirmation) of 19,940 (solo) and 14,970 feet (dual). Both flights were made in the Laister-Kaufman 10a owned by Grady and Harry, flying from Pincher Creek, Alberta, the operating base of the Cu-Nim Gliding Club of Calgary.

The standing wave from the Livingstone range of the Rockies provided the lift, after a tow by an Auster from the airport height of 3,625 feet to an altitude of 10,000 feet.

Ross reports that he was still in 400 f.p.m. lift at his maximum height, but had to come down because of a shortage of oxygen.

On the same day, five other flights of more than 20,000 feet were made, with a total of five Gold C gain-of-height legs, completing two Gold C's—one, Julien Audette's, being the first with Diamond to be won in western Canada.

At the Gatineau Club, Ottawa, W./C. A. N. LeCheminant, President of S.A.C., has made his five-hours, twelve years after recording his Silver C gain-of-altitude leg.

On 28th May the Montreal Soaring Council held a meet at Pendleton. Nineteen sailplanes, three Tiger tugs and a number of private planes were on hand. Making their debuts were three new gliders owned by Montreal members—a Schweizer 1-26 built by Gordie Hicks; a Skylark 2 brought over by Dave Webb, Ron Halliday and Ben Price; and a Breguet 905 "Fauvette" imported by Bernie Palfreeman and Terry Beasley.

The Glider Council of British Columbia, Vancouver, report that up to the end of April, members made 304 flights totalling 96 hrs. 49 min., including a cross-country to Hope, about 50 miles up the Fraser Valley, made by Frank Woodward who was visiting us from Seattle with his 1-26.

The Council's energy is illustrated by the fact that they received a Schweizer 2-22C two-seater kit on 31st August last year and test-flew it on 12th October.

D.K.

DUBLIN

At the time of writing, excitement is growing, for our latest addition, the K7 Rhonadler, is due to leave Poppenhausen within the next week.

The 29th May showed no great promise, but Fredi Heinzl, making a late start in the Petrel found strong strong thermals on his way to Monaghan, landing just five miles south of the border. The vital statistics were 69 miles in two hours fifty minutes, reaching a maximum height of 5,800 ft.

Besides the Petrel flight the same day saw three other aircraft putting in over eight hours soaring in what could only be described as barn door lift, with the Kite formating on the Tutor at 5,000 ft. above the site.

Any day now the Petrel will be showing off its new bubble canopy, which is being made by the Syndicate themselves. We hope to persuade one of them to publish illustrated details of how to do it in the next issue of SAILPLANE AND GLIDING.

K.J.M.

HOLLAND

The soaring season started early this year: on 12th April Eddy van Bree (reserve pilot for our world champs team) made a 260-km. (162 miles) flight. He later did Diamond Goal flight and a 100-km. triangle with a speed of 70,83 km./h (44 m.p.h.) which is a new Dutch record.

On the 15th April the Tenth Anniversary of our National Soaring Centre was celebrated by a one-day contest. Thirty-two pilots competed but owing to a very strong cross-wind on the task-track nothing outstanding happened. The next day was better and produced the first Silver C of the year. This has been followed by 11 others so far. On Easter Monday conditions were classical (for those who started early enough to stay in front of an incoming warm front)

and Wim Toutenhoofd and Frits Seyffert made two very nice flights. Wim improved the national goal flight record from 498 km. (309.5 miles) to 509 km. (316.3 miles) and Frits landed an odd 365 km. (226 miles) away.

Some other records perished when Hetty Amade, who is an air-controller officer of Gilze-Rijen airbase, spent a fortnight's holiday at Terlet. On 26th April she beat the Women's Distance Record held by Ans de Boer from 109 km. (67.7 miles) to 177 km. (110 miles). Two days she made it 271 km. (168 miles) and again improved it on 4th May to 312 km. (194 miles). This made her our first woman Gold C pilot and number 20 on the total score. J.Th.v.E.

NEW ZEALAND

As ten years have passed since club gliding operations were re-commenced after the hiatus caused by World War II, it is perhaps appropriate to make our first appearance in these columns a review of progress in that interval and a prophecy of things to come.

In mid-1950 the Auckland and Canterbury Gliding Clubs test-flew the Slingsby T31 two-seaters which they had assembled from kit-sets. By 1955 there were eight gliding clubs owning 10 gliders which logged 750 hours of training flights in the year. As at 31st December, 1959, the statistics showed 15 clubs owning 22 gliders which logged over 2200 hours of gliding and soaring for the year.

A very interesting development is the venture by Fred Dunn of Christchurch into full-time assembly of Slingsby kit-sets. Fred has been C.F.I. of the Canterbury Gliding Club for a number of years and has also acted as supervising engineer for the construction of several sailplanes in the South Island. His enterprise in the founding of a sailplane construction organisation is to be highly commended and augurs well for the future of the movement in this country.

The meteorological conditions favouring some high performances by experienced pilots in adequately equipped sailplanes are well known as a result of flights by Philip Wills and a number of New Zealand pilots.

Of the international awards the N.Z.G.A. has issued four Gold C's, 44 Silver C's and 216 C's which, for a total flying membership of about 670, seems a reasonably creditable total.

It is hoped to inaugurate next Summer, contests on a teams handicap basis, with one competition being held in the South Island at Omarama and the other in the North Island at Waharoa.

National contests seem to be further off, due to the enormous expense of transporting sailplanes and pilots to one central spot, especially across Cook Strait.

An offer has been received from one well-wisher of a trophy for competition among the clubs to be awarded on the basis of efficiency in operation. The aim is to encourage high utilisation of aircraft in an accident-free manner. G.A.H.

POLAND

Recognition for Pelagia Majewska

"PELA," the worthy possessor of six feminine world gliding records, has just received the trophy for the best flights made from Leszno during 1959, namely:—

300 km. triangle at 56 km./h. (34.8 m.p.h.) in the first flight of spring;

200 km. goal flight at 95.8 km./h. (59.53 m.p.h.);

Goal-and-return flight of 368 km. (228.7 miles), a world record;

Goal flight of 565 km. (341.1 miles), also a world record.

The difficulties which Pela had to surmount on this last flight can be guessed from the experience of the eight other pilots who set off with her for the same goal. Seven landed after distances of between 50 and 120 km., while the eighth had to be content with 320 km. In spite of everything, Pela battled on heroically for nearly 10 hrs. before landing at her goal.

Training of Championship Pilots

At the beginning of May, Popiel and Makula carried out some notable speed flights with the newly developed Zefir 2 which is intended for entry in the World Championships. In view of the weather conditions being not of the best, these performances promise well for the success of the new type. They were:—

4th May: Makula, 100-km. triangle, first time at 90 km./h., second at 103 km./h. (55.9 and 64 m.p.h.), the last one beating the national record set up in 1954.

6th May: Popiel, 200-km. triangle at 87.4 km./h.; Makula, 200-km. triangle at 93.5 km./h.; Popiel, 100-km. triangle at 101.8 km./h. (54.3, 58.1 and 62.3 m.p.h.).

The previous national records were 94.7 for the 100-km. and 79.0 for the 200-km.

A.Z.

R.A.F. GUTERSLOH (Germany)

DURING the winter an enormous amount of work was done by a few hard-working members in an effort to get our old and very tired gliders and ground equipment into first class condition for the coming soaring season.

The fact that both winches, both trailers, the Weihe, Minimoa, Rhönbussard and the Grunau together with Gus Goslin's Rhönlerche, were all serviceable in time for the Summer Camp, gives some indication of the hard work put in by W.O. Jones, S./Tech. Clear, Cpl. Pat Sassi, J./T. "Henry" Ford and S.A.C. "Jock" Cameron under the able guidance of our technical adviser Fl./Lt. Ginn.

Sixteen members of the Club set off for Scharfoldendorf on the 6th May for a fortnight's gliding holiday.

Unfortunately, the weather was most unkind to us. During the first week we suffered from a strong east wind with only spasmodic thermal activity, and the second week we had more than our share of rain.

However, F./O. Wood gained his height and distance for his Silver C on the first Monday by flying back to Gutersloh in the Bussard aided by a strong wind and strong thermals. On the Wednesday he completed his five hours using the east side of the ridge.

S./Sgt. Beadle did extremely well to gain his A and B Certificates on such a difficult site.

The C.F.I. and Fl./Lt. Ginn took an extra week with the Weihe based at Oerlinghausen. Ironically the weather was on the whole very good. The highlights of the week were cross-country flights by each pilot, both ending short of the 300-km. goals declared, but proving the tremendous value of radio contact between glider and retrieving car.

In the first flight Fl./Lt. Ginn with car and trailer arrived in the same field as the glider 10 minutes after the landing, and the next day Lt. Goldney retrieved Fl./Lt. Ginn 20 minutes after touchdown.

P.G.

SOUTH AFRICA

THE Johannesburg Soaring Centre is contemplating a Summer Camp at either Kimberley or Victoria West. The idea is that two or three sailplanes plus a tug would be left down there and parties, under senior pilots, would go down to fly as they were able to get leave.

During the interim period at this time of year when cloud lift disappears and dry thermal takes its place, the Club is thinking more of maintenance than flying.

The Mucha Standart that was to be bought has now turned into a Standard Austria. G.H.R.A.

U.S.A.

THE Memorial Day week-end, 28th-30th May, produced ten Gold C altitude legs at El Mirage Field, Calif. All three days at this famous desert site were boomers with maximum altitudes attained of from 15,000 to 17,000 ft.; all this from thermals without going into cloud. Seven of the ten were obtained by members of the Antelope Valley Soaring Club in their oxygen-equipped Schweizer 1-26.

The first long flight in a home-built Cherokee II was pulled off by Ray Proenneke on 30th April. He flew 193 miles from El Mirage to Parker, Arizona, alongside the Colorado River, to complete his Gold C (U.S. No. 91) and earn the goal Diamond.

L.M.L.

OXFORD

BEING within fifty miles of our immediate neighbours, pilots who visit Oxford tend to pass on to more distant goals. It was therefore a pleasure doubled to receive Philip Wills on the evening of 1st June and to learn that Weston on the Green was the goal declared at Perranporth.

Two "Windrusher Oly's" have paid us a visit as did Wally Kahn after abandoning a flight towards Perth.

Air Commodore C. Paul flew his Turbulent in on Whit Saturday and the following day brought Oliver Pyke in the Army Eagle, and David Scallon who arrived at a respectable height in his Skylark II and who also decided that the return trip to Lasham was not "on". A Skylark III(?) which arrived later in the afternoon to waggle a friendly wing and disappear eastwards at a goodly speed was not identified.

Our own aircraft have been getting around and the completed Skylark II trailer was immediately pressed into service to retrieve Chris Hurst from Lasham and from a declared visit to an aunt at Dinas Powis in Wales (91 miles).

The other syndicate members have gained Silver Legs, "Smokey" with a flight to Netheravon and Ken Harris to Poddington. Ken also attempted five hours on Whit Monday but a sky which become stable and opalescent beat him by 20 minutes. Anita has flown to Great Dunmow, Netheravon and to Nash Hill which overlooks the Severn down Bristol way.

Fred Rawlings claimed a Silver Leg with a flight to Lyneham in the Gull III and Marion Flint, Colin Duggan, and Richard Dimmock have gained their C. Brian Beale also gained his C on his fourth solo flight with 1½ hours and 4,000 ft.

At the end of May we had made 1,800 launches for 326 hours which is 200 launches and 150 hours better than for the same period last year.

With the posting of Flt./Lt. "Nobby" Clark, C.O. of Weston on the Green for the past three years, the Club loses a valued friend. He carries our good wishes to his new appointment. W.L.



The R.A.E.'s T-31 on its first flight.

R.A.E.

WHITSUN was the culmination of the first year's operation of the R.A.E. Gliding Club. During this time almost 4,000 launches were made, nearly two dozen people have been trained from ab-initio to solo stage and about a dozen C certificates have been obtained. The Club started with just one T-31 two-pew and now the fleet also consists of a Tutor and an Olympia 2.

The Olympia was taken to Lasham in conjunction with the Lasham Gliding Society "At Home" where a conventional circuit was demonstrated by Lionel Pike and the machine de-rigged onto an open trailer and then re-rigged in front of the crowd, just to show the uninitiated how quickly it can be done.

On Whit Saturday Ron Goodspeed set off from Farnborough in a Syndicate Olympia and completed his distance leg for his Silver C with a flight of 35 miles.

Gliding at Farnborough is confined to week-ends and evenings, so in order to get in some mid-week gliding the Olympia was aero-towed to Lasham and left there for a week. Unfortunately the week chosen was not particularly thermally active but, nevertheless, some enjoyable soaring flights were made.

About the same time the Syndicate Olympia was taken to North Wales chez Bill Crease. They, too, suffered from rather unfavourable weather conditions, but they did get in some hill soaring and they pioneered one or two new sites. G. I. L.

R.A.F.G.S.A.
EAST ANGLIAN
(Duxford)

WHITSUN has seen three new solo pilots for the Club—Paddy Hogg, Robin Simmonds and Doreen Cains. Air traffic will have something to natter about for a change! We have been chalking up some cross-country miles at last.

Dave Stephens flew to Bicester for his Silver C distance—he also stayed aloft for five hours and so completed his Silver. Jim Wingett also couldn't get down for five hours and joins the ranks of the Silver C pundits. John Delafield went 101 miles to Netheravon in a good attempt at gold distance and Pete Dawson 87 miles to Manby. Last and definitely least, Dan Delap landed two miles out with 184½ miles to go to the Lakes (as his crew spared no pains to inform him).

In local soaring Jeff Hatfield leads the field with flights of 3½ and 2½ hours and Ted Norman, Tip Tippen and Colin Mugford have all got their C's. All this bears out our flying records for the last two months—480 launches in April and 24 hours, 491 launches and 84 hours in May.

June is off to a roaring start with more than 200 launches over Whitsun alone.

Tuesday was the best day and saw over nine hours flying in the morning. Mike Holloway did a fabulous Silver C distance to Honington, 52 km. in 50 minutes, making it three completed Silver C's.

We have also had a couple of visitors—Tony Bloomfield from Marham and John Jeffries from Dunstable. John had been up to 15,000 feet and appeared over the Blastwalls in a series of loops and stall turns.

Our T-31 is back in circulation in new colours—black and crimson zig-zags best describes it—and we have Mike Holloway to thank for a lot of hard work, well rewarded by her final polish.

When Air Chief Marshal Sir Theodore McEvoy visited us we had three blue and yellow winches lined up looking very impressive.

D.V.D.

EAST YORKSHIRE (Driffield)

SINCE the last report things certainly have been happening around here and we have received a number of welcome visitors. First of all the C.F.I. from Doncaster called in and it is hoped that our own C.F.I. will pay a return visit to Doncaster shortly to give a lecture on "Meteorology for the Soaring Pilot". Next was Henry Doktor from Sutton Bank—he sampled one of our high winch launches in the Grunau—straight into cloud! Then John Hands from the London Gliding Club landed in his Sky—all the way from Dunstable, but just short of his Diamond. Hard luck, John.

Our next visitor got his Diamond by flying up from Lasham in his Skylark—congratulations to "Rocky" Stone. We had two welcome visits by members of the Clevelands Club and on the second occasion they brought their Olympia. Needless to say, our C.F.I., Bob Bowring, enjoyed himself!

Equipment wise we will, by the time this goes into print, have two winches on the go and a fleet of five aircraft—a Cadet Mk. I, T-31, T-21b Grunau and Olympia. With our rapid expansion we are running into that old bogey—shortage of instructors.

The following have gained certificates:—Major Boutelle, Master Robertson, Master Peake, A.C.2 West, and S.A.C. Middleton A's and B's. Sgt. McGregor, Master Eng. Goode, Flg./Off. Warton, and Lt.-Col. Ropp C's.

R.T.B.

FENLAND (Marham)

WE are now sporting an almost complete fleet of sailplanes, having recovered from our servicing difficulties. The only gap at present is our lack of an intermediate machine, although after much hard work Gordon Rondell has managed to get our '38 vintage Gull I into the air again.

Gordon air-tested the Gull and had an hour's soaring to 6,500 at the same time. Barry Gould, in the Oly, did a 90-km. triangle in 2½ hours on 25th May and directly afterwards Peter Kevan gained Silver C height during a 2½ hour local soaring trip. On the 28th he also had two hours soaring in the Oly. The 29th was a magnificent day with fully-developed cloud streets and a 04 wind—Gold C distance to Merryfield was possible as things later turned out. However, Tony Bloomfield was sent off to Duxford for Silver distance, gaining his height on the way. Reg Curwen got his C with a half-hour Tutor trip on this day.

First June saw the visit of our President, Air Chief Marshal Sir Theodore McEvoy, who, in addition to inspecting the Club, had an hour's soaring in the Oly. Immediately afterwards Ian Strachan was towed off and had 2½ hours local soaring, completing a 60-km. triangle in that time. Later in the week Peter Kevan got his Silver distance with a four-hour flight to Henlow, completing a 105-km. dog-leg. The day after, Gordon Rondel had 3½ hours in the Oly to Peterboro', contacted to 4,000 ft. from a winch launch there and went on to Upwood.

The most significant event of the month was the Club's first Diamond, a gain of 24,000 ft., by Ian Strachan in the Oly. Unfortunately his oxygen ran out.

I.W.S.

MOONRAKERS (Upavon)

DURING March our section of the hangar at Upavon was due to be invaded by some fuel-burning aircraft and it was necessary to look for another base for a few months. Our problems were overcome when the C.O. at Netheravon kindly gave his permission for the Club to use a hangar and the airfield, so we moved everything by road and air to a position just four miles south. The return to Upavon is scheduled for mid-June.

For the Easter holiday period the Club split its forces between the Mynd and base

John Williamson (C.F.I.) and Major John Evans flew the 419 and Sqn.-Ldr. Dick Stratton and J./T. Geoff Chandler the Olympia IIb, leaving behind the remainder of the fleet and "bods" for a most enjoyable session of flying at Netheravon.

During the past four months, twenty members have qualified for A and B certificates; the list goes something like this: McPherson, Vig, Batten, Lea, Oatham, Bakewell, Thomas, Swanton, McWilliam, Rose, MacFarlane, Staines, Pickering, Henderson, Murphy, Pell, Barrett, Binstead and Phipps. Neil Swanton (owner of the No. 1 soaring ridge at Huish) is the only civilian member and Carol Binstead is the first member of the W.R.A.F. to take a keen interest in gliding. C certificates have since been flown by Rose, Thomas, Simon Cooper, McPherson, Vig, MacFarlane and Andrews. Congratulations also go to Dave Ellis who completed his Silver C with a cross-country, and to Eddie Hodges who rode the southerly wind at Huish for five hours. Both Dave and Eddie were posted several months ago, but manage to return every few weeks for a couple of days flying with the Club. Bob McLuckie is now well on the way toward his target, having recently completed the height and distance legs, and Jock Reilly made a good start by soaring the Grunau to 5,000 ft. in early June.

We are all delighted that the Grunau has now returned to the air following a major rebuild by the hands of John Evans.

E.R.

WESSEX (Andover)

We are pleased to welcome Betsy Woodward of the U.S.A. We hope her stay with us will be a pleasant and successful one.

The good news has now been confirmed that our ex-C.F.I. "Andy" Gough has gained a Gold C and two Diamonds.

There is more than the usual activity going on in the Club these days as the R.A.F. Inter-Command Club and the Inter-Services Championships are due to



Miss E. C. Millin, Swindon's Mayor elect, is helped into the Swindon Gliding Club's T-31 by R. Maxfield and J. Davies for the inaugural flight. Pilot, G. Turner.

take place at R.A.F. Odiham (Nr. Lasham) between 14th July and 1st August. Entries are expected from some 17 R.A.F.G.S.A. Clubs. Our members have been very active in the past few weeks carrying out some noteworthy out-and-return and cross-country flights. Squadron Leader Kendell managed a nice 100-km. triangle.

J.D.

SCOTTISH

OUR report covering April-May and the first few days of June certainly has given some satisfaction, particularly April, as the Easter fortnight brought some noteworthy flights.

Tom Docherty (Deputy C.F.I.) made the third crossing of the Border landing at R.A.F. Station Acklington (90 miles) on the 11th April. Don Holliday gained his C over the Bishop on the 9th and again in the Tutor completed his five hours on the 17th. On the 22nd, Gordon Glennie reached 10,000 feet in wave and completed his five hours duration. At the same Hetty Whyte (Newcastle) reached 10,300 feet in her Sky. In this period, other visiting pilots (Messrs. Farquhar and Osborne) from the R.N.G.S.A. at Arbroath gained five-hour legs, and several of the Dumfries G.C. sampled the Bishop Hill's capabilities in their T-31.

First solos in this period gained A and B certificates for Gordon Downs, Jim Miller and Bill McLaren. The best total flying time was recorded by 11 aircraft on the 17th April when over 45 hours were notched.

Intense interest in meteorology has been aroused by our resident Met. men—Bob Pearce and John Rushforth, who have started a series of Met. courses and each month a small group can be seen plotting the antics of red and blue balloons. Bob and John are providing a full met. service each week-end and giving that extra urge to better cross-country flights.

W.A.

SOUTHDOWN

A SMALL party of club members set off with the Olympia during the middle of May for a two-week camp at Tibbenham aerodrome, home of the Norfolk Gliding Club. They were joined by David Scallon with a Tiger Moth loaned by the Tiger Club for aero-towing, and Don Snodgrass who brought along their syndicate Skylark, Don later being joined by Ray Brigden and Ron Willbie—both ex-Southdowners.

The weather the first week was decidedly poor but conditions slowly improved and gave some good soaring days during the second week.

Dick Vanson was the first to go away with a 45-mile flight to Birch aerodrome which completed his Silver C. Saturday, the 28th, produced a "double". Peter Staff, our Ground Engineer, flew to Sudbury aerodrome in the morning and Eric Jarvis flew to Ridgewell aerodrome in the afternoon. This was Eric's first cross-country, which he made in 55 minutes using the last thermals of the day to get him there. Both flights were over 50 kms. Peter Chick, not to be outdone, gained his distance and height the next day, by flying to Ridgewell. This was also his first cross-country.

Unfortunately, this was the last day of the camp but we would all have willingly stayed another fortnight, such was the hospitality and welcome given us by the Norfolk members. Our special thanks to Ray and his helpers who put in such long hours to keep us flying and to Brenda and Brian who provided such excellent meals in the evenings.

Recent solos at Firle include David Brooker and Tom Stewart. David, who is our youngest Tutor pilot, recently completed his C.

P.W.

SWINDON

THE Club held its first open day on Sunday, 22nd May, at the South Marston Airfield. Miss E. C. Millin, the Mayor Elect of Swindon, made the inaugural flight of the new T-31, watched by some 2,000 spectators.

Brian Porter of the Parachute sub-section made four jumps and the visiting Olympia syndicate from Coventry delighted the crowd with aerobatics culminating in a beat-up which put Farnborough in the shade.

After the departure of the Auster tug for Eastleigh the T-31 passenger flights were continued by auto-tow until late evening. Eventually, the call of the bar and sausage and mash supper enticed the diehards from the airfield.

We now hope to fly every Sunday and will be delighted to receive visits—intentional or otherwise.

M.B.H.

TAUNTON VALE

DURING the last two or three months Sam Tolman, our C.F.I., and John Fielden have not only taken on an exceptionally heavy training programme for ab-intios but they have found time to concentrate on would-be passenger carriers.

We now have our T-21 back after an unfortunate mishap, thanks to a speedy repair and overhaul by Warren Storey and excellent work by John Fielden in dashing up and down to Thruxton. Thanks are also due to the Lasham Gliding Centre for the loan of their T-21 trailer.

In June we were very pleased to welcome to our Club as a member one of the original gliding pundits, John S. Fox. He will doubtless be remembered by the pre-war gliding fraternity, especially at Dunstable, where he learned to fly in 1934. John is already showing that he has lost none of his old skill as a pilot and after 20 years on the ground we wish him many more years of happy soaring.

Whit Monday proved an exceptionally good soaring day. Several good flights were recorded, including one to 8,700 ft. in the now open T-21 by John Fielden accompanied by our local "Bobby", Dave Hambley. They could have gone higher but the latter's hair started standing on end —with ice (not fright!). M.A.K.

YORKSHIRE

THE Spring at Sutton Bank has been disappointing in that we have had more than our share of north-easterly winds. However, we have taken advantage of the thermal conditions presented. We held a very successful Open Day on 15th May which provided us with excellent thermal soaring and the opportunity to show the public the possibilities in gliders.

A novel introduction to the display was some crazy flying in a Tutor and twelve consecutive loops by Bob Wilkins in the Swallow.

On Saturday, the 14th May, our Annual Dinner was held and we were extremely pleased to welcome as our unexpected guests of honour, Mr. and Mrs. Wills. Philip Wills had flown up in the afternoon to land at Topcliffe, and this was one of the few times when a guest has been able to arrive at a Club Dinner by air in his own sailplane.

After that, thermal conditions continued and on Sunday, 29th May, Ralph Stothard in the Kite II and Jock White in the Skylark I flew to Doncaster, and Harold Salisbury took the Swallow to Selby.

Over Whitsuntide the conditions at the Bank were not very exciting until Tuesday, the 7th, when we got our first west wind for some time.

We were pleased to welcome John Griffiths and Stuart Waller from Cambridge with their own Swallow. On Tuesday Jock White flew the Skylark I for six hours continuously all over the north of Yorkshire.

J.C.R.

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