Sailplane and Gliding

2/6

December 1960

Christmas Greetings



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SAILPLANE AND GLIDING

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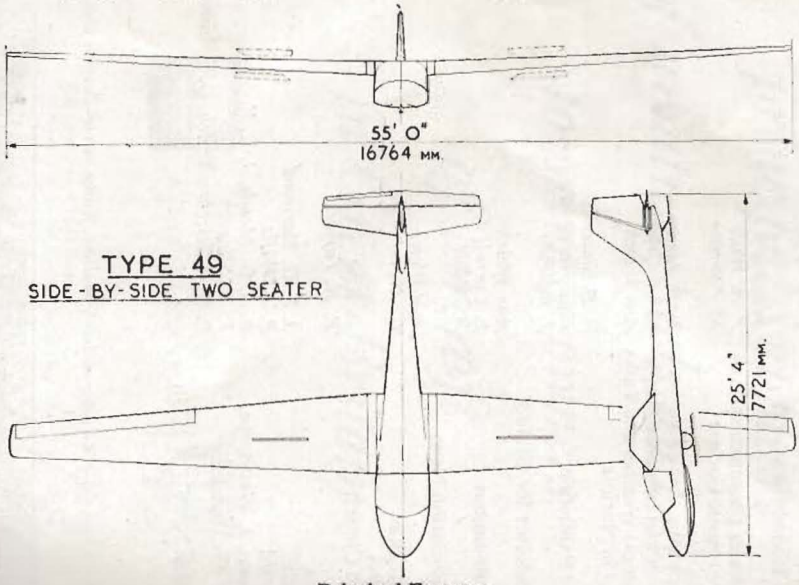
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Cover Photograph.—*Yorkshire Gliding Club Swallow flying over Sutton Bank.—Photo: F. N. Slingsby.*

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OLD and NEW

OUR Christmas issue is here again, and once more we can look back on a year of progress. It started with the sad set-back of the demise of the Kemsley Flying Trust, that unique instrument of wise philanthropy which has been the British gliding movement's Marshall Plan. This has thrown us back on our own resources; but in its place we have the Shaw Slingsby Trust, our very own version of the same idea, which is manfully trying to take as much as it can of the burden of our further growth on to its infant shoulders.

On the flying field, our team at Butzweiler put up a good show, and only by the utmost bad luck did the ultimate prize once more just evade Nick Goodhart; coupled with the Anglo-Argentine entente between Hossinger and his Skylark IIIB, the world was again shown that we are still in the front rank of gliding.

We usually, in this issue, give our readers a progress report on SAILPLANE & GLIDING, and this time we have a slightly double-edged one to make. Our circulation still increases, but so do our readers' demands for more. Since last year our standard size has been increased from 56 to 64—with sometimes as many as 68—pages, plus the occasional coloured cover, and even now we are hard-pressed to publish all the material we receive which we believe merits it. We need hardly say that at the same time costs are not stationary, and we have had to take the hard decision: either to revert to 56 pages and all-black covers, or to put up our price. The unanimous answer was the latter...

So from our next (February) issue we become a 3s. magazine, £1 per year, post free. There will be no change in our dollar price. We shall watch our circulation anxiously to see whether we have interpreted your wishes aright.

Don't tell us we should become a monthly; we consider this frequently, but although we believe SAILPLANE & GLIDING maintains a high-grade professional standard, we are amateurs doing it in our spare time (except for our Editor, who is a professional doing it in *his* spare time). Rika Harwood will spend her Christmas with her wrist in a strap through too much punching of the addressograph, and she convulsed one Committee meeting, when our programme for the next issue was behind time, by inviting our revered Editor to come round to the Harwood flat "so that they could carry on all night!"

But if our pen-hands are weary, our spirits are high, and before we too have our eyes glaze over with an excess of plum-pudding and turkey, we once more wish our readers in nearly sixty countries

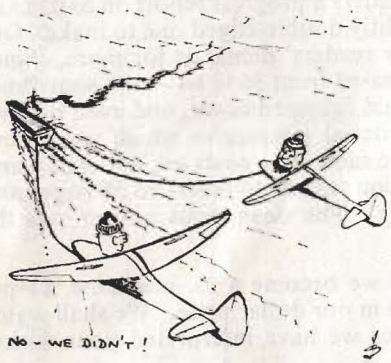
A Very Merry Christmas and a Happy New Year

Gliding Half Way Round the World and Back

by Lieut.-Cdr. John Stanley

AFTER being awarded a twelve-month cruise to the Far East and back in *H.M.S. Centaur* I decided, before leaving the U.K. in April last year, to see how many gliding clubs I could fly at—or, at least, get to, while I was away. Topsy Turner of the Wessex Gliding Club was also on board and he had the same idea, of course.

Our route to the Far East, unlike a liner, took us via Copenhagen, Brest, Lisbon, Gibraltar, through the Suez Canal to Aden, up the Persian Gulf and back to Karachi, to Trincomalee, Singapore, Hong Kong, Japan, Australia and back to Singapore before turning homewards.



The first stop was Copenhagen. After a bit of ringing up and assistance from the liaison officer we got the address of a Harry Thorsted, whom we eventually met out at Skovlunde on the Sunday of our visit. Skovlunde is a few kilometres to the north-west of Copenhagen. There we saw a very smart Grunau Baby II with a very tiddley bubble canopy, but unfortunately the wind was too strong for flying. They only aero-tow there, as there is a lot of light aircraft flying from the same field and there's no room for winch wires.

Next stop was Brest. We learned there was a club within a few kilometres; so, using the ship's Landrover, we drove off into the country clutching the piece of paper the liaison officer there had given us. To our surprise we found the airfield and the gliders, but once again we were out of luck as it was too windy. We were made welcome though, and after a time, with one or two (etc.) Campari under our belts, we were retrieved by the Landrover.

There was no gliding then until we got to Singapore. However, at Kuwait, at the top end of the Persian Gulf, I was most surprised one evening at an official "do" to see a long-haired lass I thought I knew. I tried the age-old gambit of "Haven't we met before somewhere—Malta?" She said, "Not Malta —was it gliding?" It was Liz Lowe, ex-Londonderry House—a splendid meeting and much gliding talk!

At Karachi we very nearly got airborne. All was fixed, but the message to say so never got through to me as I had retired to bed with "Karachi Tum". Frustrating.

At Singapore, in desperation, we got airborne for a few hours at the Singapore Flying Club; we savoured the delights of being able to go round again if necessary (it was) a few times and enjoyed it immensely. And then, one glorious week-end, we flew up to Ipoh to the Perak Flying Club where they glide as well. We went with some misgivings, as I had heard from Ann Welch that the Olympia there was full of white ants. We also heard at Singapore that it had been written-off in an accident. All the same, we went—to find to our advantage but the Club's sorrow, that it was their T-21 and not the Oly that someone had carelessly driven into with the buggy.

At Ipoh they were more than kind to us. For the week-end we were there they organised sufficient people to let us fly. They gave us the use of a Tutor and the Oly (completely rebuilt by Chinese labour and one of the sweetest aircraft I've ever flown) for the two days and wouldn't fly themselves. On the first day we flogged the circuit a few times, as an enourmous anvil had blotted out any thermals there might have been. The next day we were early enough to catch the first bubbles and were soon up to cloud base. We found the local instructions of "circle over those tin sheds for a bit and you can't go wrong," paid off to no mean tune! The rain came early in the afternoon and stopped everything, but it was most pleasant at the club nattering about gliding and gorging ourselves on

Malay nasi-goring.

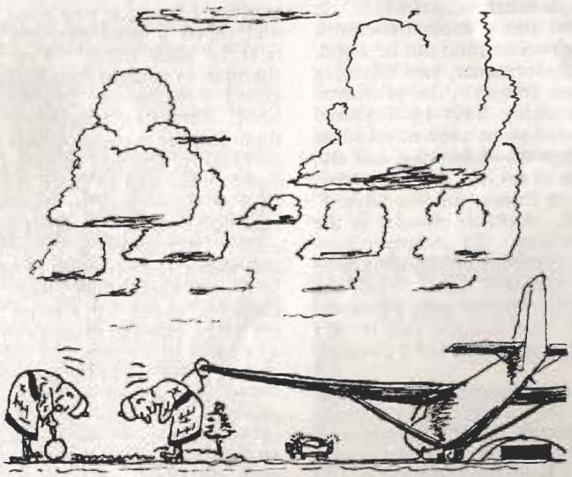
Over that week-end Topsy stayed with Mike Summerton-Rainer and his wife who had told him to come and stay any time. They had said that at the Wessex Club, and were most surprised when he landed on their doorstep at Ipoh.

Mike, being in the Army Air Corps there, fixed us both with trips over the jungle looking for Communist Terrorists. Buzzing about at tree-top height over primary jungle in an Auster, with no doors because of the heat, was a fascinating and awe-inspiring experience, especially when Mike said (after we had been airborne for only twenty minutes): "You see that mountain over there? We had one prang there the other day and it took them thirty-four days to walk back." Topsy's flight was all dodging between the tops of trees and the bottoms of clouds for about two hours. He hasn't cut his finger-nails since. All in all, a very excellent week-end, and thank you everyone at Ipoh.

Next stop Hong Kong, but no gliding.

We were soon on our way to the U.S. Navy Base at Yokosuka, about 40 miles south of Tokyo. The U.S. Naval Special Services section was a little surprised to get its first query ever, they said, for gliding. They came up trumps in about half-an-hour with a gliding club at Fugisawa, where we went one Sunday. It took a little time to explain to a taxi-driver where we wanted to go. We drew pictures of gliders and showed him cards written in Japanese which were supposed to say, "Please take these two idiots to the gliding club at Fugisawa," and at last it worked and we found ourselves on a strip where gliders were being launched. We met "Bob" Ogawa, who crewed for the Japanese entry in the Internationals at Leszno, driving and auto-towing with an old Cadillac. And we met Toku Nakano who owns a Tohi DB and who let us fly it. It's a strutted two-seater, and both of us found that the front cockpit was a little cramped, and even with full nose-up trim a bit of back stick was required.

Fugisawa is on top of a small ridge about 200 ft. high which is just soarable when the wind is on it. This Sunday, approaches were being made over the edge of the ridge on to the runway, and during the afternoon one unfortunate had to disappear to the bottom into the valley which was criss-crossed with power lines, and made a safe landing in the only available spot amongst all the paddy fields, streams, pathways and roads. The retrieve was simple. We roared



TAKE UP SLACK PLEASE IN JAPAN

down the hill in cars, everyone laughing their heads off—the glider was de-rigged and carried bodily up the hill bit by bit. A good day's sport.

We were looked after extremely well, and were shown all round Tokyo one evening later in the week by our new-found friends. If you haven't eaten sukiyaki you haven't lived—especially to Japanese explanations of how wave-soaring in the lee of a mountain near Fujiyama was expected soon.

From Japan we returned to Hong Kong and then sailed on to Australia. We had been told at Ipoh to contact Freddie Fisk in Kuala Lumpur at the Flying Club about Australian addresses. He, in his turn, put us on to Merv Waghorn in Sydney, who gave us all the addresses in Australia. He recommended Waikerie in South Australia as having the best conditions at the time of the year.

As it turned out I went to Waikerie by myself where I found a most hospitable club. Jock Barrett, Bob Rowe, Mark Ahrens and many others were all much too kind and I stayed there for three days. In a comparatively small town on the Murray River, Waikerie has a flourishing gliding club which has been going for years. The fleet is two two-seaters, a long-wing Kookaburra and a Pelican, and four solo machines. The solo machines are a B.G. 12, which looks a bit like a cross between a Skylark and a Schweizer built out of wood, with very high performance, two Olympia II's and a Grunau Baby IV, the prototype of a new mark being built by Edmund Schneider. I found some very novel ideas at Waikerie. Their ab-initios can, and do, go solo at the age of twelve! In fact, one of the members, Ron Brook, got his Silver C at the age of 14. Another novelty is the method of launching. In ordinary conditions you button on, lift up the wing, give the cable three tugs and wait. When the winch driver either feels or sees a thermal going through he launches you into it. It's a matter of form with them, but I couldn't quite believe it.

The soaring was fantastic. On the first day I was there they soared quite happily under clamped cirrus. The thermals were going up to 6,000 ft. with small flat clouds at their tops, and I was very pleased to add three hours to my log book in the G.B. IV.

The second day conditions were not quite so good, but it was certainly soarable.

The third day was one of the best days' gliding I have ever had. Mark Ahrens and I went out to their airfield, fiddled the two Olys out of the hangar by ourselves—they stack their gliders as they do at the Mynd—and waited for a couple of chums to take time off from their apricot picking and come and launch us. As it was, Ron Brook and young Ken, aged twelve, turned up. Ron launched Mark first—bang into the middle of a thermal. I had a cable break half-way up my launch caused by "20 up" and was soon up with Mark. The lift was terrific. I found at one stage I could fly up and down a road through two thermals next to each other. I've never soared thermals in straight lines before. That flight ended with another five hours in the log book. We flew together throughout the flight in blue thermals which just about got to 7,000 ft., and had to look for sink to get down in the end to catch the pub before it shut at *six* o'clock in the evening—South Australian rules. Couldn't get used to that either. Altogether a splendid three days, and thank you everyone at Waikerie.


AUSTRALIAN LAUNCHING

Topsy, meanwhile, had gone out to Camden, about forty miles from Sydney, for a day, but was unlucky to find everyone was away at a camp and there wasn't any gliding going on at the airfield.

The ship stayed at Melbourne for only two days, so it was not possible to get out to the Victoria Clubs, but we did visit the Western Australian Gliding Association from Fremantle, where we went next.

I had been given some names to ring up by Mrs. Iggulden in Melbourne, and started ringing up on arrival. In the end the two of us were whisked out to Cunderin, about

one hundred miles east of Perth in the middle of an enormous wheat belt which stretches north and south. Wally Williams, the present President, kindly drove us there, where we were made welcome and almost embarrassed by everyone's hospitality.

The club has had an unlucky run of crashery, but is now on the up and up. They have a short-wing Kookaburra, with active moves afoot to get a long-wing one as well and they have a Hütter H.K.17. We had a gliding evening on the Saturday learning the difference in size between pints, schooners, middies and ponies, and flew on the Sunday. The thermals were very good over the 1,800 mark, and one of the members nearly got his five hours in his own G.B.II. Another member nearly reached Silver C height in the H.K.17 after his first aero-tow! An interesting glider there was a converted L.K. 10a owned by Ric New. Instead of the all-in-one canopy he has had fitted two bubble canopies, one of which can be removed and replaced by a fairing. A retractable wheel, no skid and general tarting up made it into a very sleek-looking sailplane with pretty good performance, apparently.

After the week-end was over, Wally very kindly drove us all the way back to the ship, and we sailed the next day. Thank you, Cunderin.

It wasn't possible to get back up to Ipoh on the way back through Singapore, which was a shame.

We visited Trincomalee, Cochin and Gan before reaching the next "gliding stop" which was Mombasa.

I knew Dick Kupyer was back in Kenya and tried to get in touch with him on a ship-shore radio net, but without success, as he had moved from Nairobi. The liaison people in Mombasa devilled around though, and produced the address of the Nakuru Gliding Club about a hundred miles further west of Nairobi. By chance I met Paul Thompson ashore in Mombasa. He had started the Nakuru Club when he was there and promised to write to them on our behalf, and so at the week-end Topsy and I climbed into the train and pushed off to Nairobi. There a chum from the ship, who happened to be on leave in Nairobi, met us and drove us to Nakuru, where we were fielded by the Gliding Club and looked after royally. Supper with Tony Stocken, the C.F.I., on his farm was a mixture of Gliding, Kenya politics and Mau Mau and great fun.

On Sunday they apologised for the weather as, only a fortnight before, three of them had been to Gold C height (or very nearly) without even reaching cloudbase—and that was from an airfield at 6,200 ft. Their G.B.II is in spanking condition still after it was shipped out to them by Mr. Pinniger three years ago. Conditions were not good on the day we flew, but they gave us the only two thermals of the day. Topsy went to cloudbase at 11,000 ft.—from sea level that is—and I kept a hawk company for a little way, but the blooming thing kept changing its circles. A contingent from Nairobi arrived, including Bill Sheppard and Mike Menchip, who were starting a "Services block membership" of the club, which sounded as it it would be profitable to all concerned. Bim Molyneux, of the club, drove us to Nairobi in record time to catch the train to Mombasa—and that was the end of gliding during the cruise. Thank you, too, Nakuru!

We went to Kuwait again and Liz Lowe came aboard for a quick look round and, during a goof round Kuwait in one of the Oil Company's Twin Pioneers, I found the pilot was Silver C No. 73—Mark Tome. You just can't get away from glider pilots. He was thinking about a Schweizer, as a wooden aircraft just wouldn't have a chance in the desert. There's a built-in thermal there over a flame where the waste gases are burnt—if anyone's interested.

So, between us, we visited eight clubs and flew at five of them. We met some splendid people who were more than kind to us, and we enjoyed every visit—which is only to be expected as we gliding people are jolly good, aren't we?

* * *

Rika and Godfrey Harwood
wish all their
Gliding Friends
a Merry Christmas
and a Happy New Year

The 1960 United States Championships

by Philip Wills

Reproduced by permission from "Flight"

LIKE every other sailplane pilot in the world, it has been my dream one day to come to grips with the legendary thermals of Texas, so when last November I received out of the blue a letter from Boulder, Colorado, the writer proposing that if I brought my Skylark to the 1960 U.S. Nationals he would buy it from me afterwards, I had no hesitation at all in accepting the offer from Gale Abels.

Some nine months of fervid paperwork followed, since the Federation Aviation Agency by no means gives American gliding the freedoms which our B.G.A. have won and retained in Britain; but finally, armed with my Private Pilot's (Power) License, an A.R.B. Certificate of Airworthiness, and an M. of A. Certificate of Registration allotting my Skylark (I hope not with intent) the most inappropriate-sounding letters G-ARBJ, Kitty and I, the Skylark and trailer, Gale Abels, and Bob Morisey, all arrived together in the Morisey Chevrolet station wagon in a raging thunderstorm at 2 a.m. on the morning of Monday, 25th July, in Odessa, Texas, where the Championships were due to unroll themselves from 2nd August through (as the Americans succinctly say) the 11th August.

Our hope was for a practice week of spanking Texan weather, to enable us to go for a few records, and then for the contest days to include at least some sub-standard ones, to give the Skylark with its wide spectrum of performance a chance to beat the U.S. super-heavies specially designed for the sole purpose of fast flying in strong conditions. But unfortunately, as it turned out, we got exactly the reverse: a week of very indifferent, almost cloudless, weak thermals, which on the day the contest started reverted to "normal" Texan streets of generous cumulus every day.

Monday morning, however, we drove out to Ecton County Airport (one of the three in the Midland-Odessa area) and parked our trailer in the glaring sunlight. Al Parker came up, and in one minute we had made our first Texan friend. Al looks and behaves like one's idea of a typical Texan, and had undoubtedly borne the brunt of the local organisation. He introduced us to his gigantic tug—a version of the war-time Harvard—which subsequently gave us the nearest to a rocket launch which I shall ever get, gave us a hangar to ourselves, and then we set off to investigate the nearby Motel, which proved to be practically the key to a successful trip, for without its air-conditioned comfort, its swimming pool, its handy restaurant and endless supply of ice-cubes, I believe Kitty and I would not have been able to survive the overpowering heat and dust of each succeeding day.

We spent Monday settling in, finding out that British and U.S. screw-threads are different and dry batteries have different dimensions, fixing our tow-rope, and so forth. Tuesday seemed a fair day, so I set off north on my eleventh 500-km. attempt, which proved once again that I can go over 480 kms. almost anywhere, for I landed that distance from Odessa at a little airfield at Dumas, and we motored sadly home all night. The remaining days before 2nd August were all cloudless and poor, and

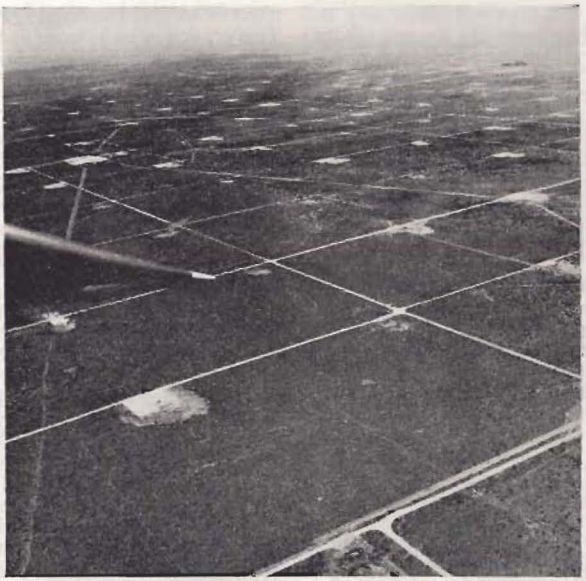
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although I determinedly flew a number of 100-km. and 200-km. triangles, my times were nowhere near even the current British records. But at least I got to know the country.

The first thing to know about Texas is that it is flat—flat as your hat, flatter than that. The country slopes so imperceptibly up from the coast as one travels north-west from Houston that it is almost impossible to believe when one reaches Odessa that it is 3,000 ft. a.s.l., but so it is. The next point to realise is that Odessa is the centre of the world's largest developed oilfield—16,000 wells (I think) within a radius of 100 miles. The outcome is that one flies over the exact picture of Alice-through-the-Looking-Glass, where the Red Queen takes her by the hand and screaming "faster, faster!" they fly over a chessboard, remaining exactly in the same place. For an oilfield is cut into squares by a series of dirt roads; at the intersection of each road a curious little machine, looking like a mechanical elephant, dunks away with its trunk in the ground, each dunk lifting several dollars' worth of oil into someone's pocket.

Apart from this chessboard, the country is mainly covered over large areas with mesquite, a species of low bush which would make for expensive landings, though the more watered areas produce endless large fields of corn, fallow or roots where landings are easy, though inhabited roads and telephones may be far away.

The country therefore is flat and brown and dark green and dusty, and over all blazes the sun. This really was a problem, for it affected one's efficiency, led to bad sunburn, gave us nightmares, and ruined the film in my camera where once I thoughtlessly left it on the ground for five minutes, when it became too hot to hold in the naked hand. We learned to take salt tablets; how to operate our individual air-conditioning machine so that it did more than pump the used air round and round our bedroom; to wear a small wet towel on our heads under our hat; not to move too fast; to put a wet towel over the perspex canopy until just before take-off; not to touch any metal objects lying in the sun; that the local tarantulas, which appeared in their thousands the first night after the storm, but never again, are thought not to bite, though a single one's appearance on me would have caused me to drop dead with fright; that if you hear a rattlesnake rattling, you can't tell where he is, so the only thing to do is to walk carefully backwards in your own footsteps. We learned that it is erroneous to think we talk the same language, though

with patience and goodwill ideas may be successfully exchanged. By the end of our visit Gale was picking the best root for us to take, instead of rowt, and we were talking of ships constructed of aloominum. One morning Kitty asked for a roll for breakfast, and was brought a kind of Chelsea Bun; on describing what she meant, the waitress said "Oh, you want a *biscuit*," and hurried off to return with a scone. We started putting gas into the petrol-tank. Honours were even and Anglo-U.S. entente remained at top pitch.

By the evening of 1st August, 36 competing ships had arrived, two of them on spec., because their pilots had not yet done the 300-km. Gold C flight which was a requirement by the organisers; both these heroes were rewarded by getting the distance in time to compete—such is Texas. Names I had known for years became real people, historic aircraft I had read about were there to touch and inspect. We were not amongst strangers; we knew as much about each other as many daily friends.

The first day came, and we were given a 132-mile triangle, Odessa—Andrews Wink and return. The weather forecast was for cumulus—which we had hardly so far seen —from noon onwards. It was a three-hour flight or so, and I selected 12.30 for take-off. This proved to be an hour and a quarter too soon, and as a result, although I arrived back first (to be met by a microphone from the local radio service) I only scored 15th, which was a bad start. I averaged 36.9 m.p.h. Schreder on the HP-8 was 1st with 52.6 m.p.h.

From now on the thing fell into pattern. Day after day the weather was exactly the same. The first tender cu. appeared on the dot at 11.00 hrs., lift worked up to 1,000 ft./minute between 13.00 and 16.00 hours under a Rabelaisian sky, the clouds streeted at about 15.00 hrs., lift faded between 18.30 and 19.30 hrs. Surface wind was strong—S.E. 20-24 kts. Above 3,000 ft. (6,000 ft. a.s.l.) this became S.W. 10-15 kts. It was too strong for record-breaking triangles

We were not allowed to cloud fly—indeed to ensure this we were not allowed to carry gyro instruments at all, so that stability and handling qualities were relatively unimportant. There was, of course, no wave flying. In these circumstances nearly all the uncertainties of normal Championship flying were removed, and the contest came down to nearly a straight comparison of the right-hand side of each sailplane's polar curves. And the daily and final results

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between the top bracket of pilots (who in such conditions could hardly make a serious mistake) clearly mirrored these.

There were two kinds of tests—short ones involving flying across the three or four central hours of the day, and long ones involving taking off as early and landing as late as possible.

After this first day on which I started too early, I found my best take-off time for a short task was 13.45 hrs., whereas the heavy stuff took off around 14.15 and passed me on the way. My average speeds would be between 40 and 42 m.p.h., Schreder's between 49 and 52 m.p.h. Average rates of climb would be actually 650 ft./min. Some one from this could probably work out the relative points in our polar curves.

On the long days, however, the position was more interesting, because I could get up to 45 minutes' start on the big stuff, and whisper on to a chance small field in the evening whilst they would be sore tempted to call it a day at the handiest airfield before the lift had entirely gone, to save themselves a dicey arrival amongst the mesquite and the rattlesnakes.

The second day's task was interesting: Odessa, W.S.W. 73 miles to Pecos, return to Odessa, and then straight on as far as one could go. In fact, a flight along a fixed course across wind so arranged as to reduce retrieving mileage as much as possible. This was the stuff—I drew my course out as accurately as I could (but not accurately enough, because my final landing point, exactly on my line, lost me 6½ miles on the official line, which was not displayed at briefing) and took off at 10.45, a quarter of an hour before the first cumulus.

Odessa has another kindly aid to sailplane pilots, in the shape of several carbon-black plants which produce immense volumes of Stygian smoke. These very exactly show when the morning inversion breaks down, and also provide certain and hectic lift at all hours.

There was little difficulty in keeping afloat on dry thermal and by 11.30 when the HP-8 & Co. were in the air I was 20 miles on my way.

Rather a long time ago I remember a story of the Babes in the Wood who escaped from the forest into which they were lured by dropping a trail of white pebbles behind them. On the villain's third attempt they ran out of pebbles and used bread. The local wolf chased up and gobbled the bread and eventually the Babes —or have I got it mixed up?

Anyhow, I now found myself in a similar situation, because as I plodded on and marked each succeeding thermal it was occupied by followers, so that by the time the Wolves were airborne, they had a clear course to follow. Actually I am of course exaggerating, but this is what it felt like! Anyway, on this day as on all the days, conditions rapidly improved and I flogged on across wind in a superficially empty sky until the turning-point at Pecos, where the air suddenly seemed full of circling sailplanes, then marked the ground signal, back to Odessa, and on to the east. I had before take-off marked the 500-km. point on my projected line, as so often before in so many different countries, but not really thinking that even in Texan conditions one could exceed 500 kms. across a 20-knot wind; but soon I found I was averaging 50 m.p.h. for hour after hour across the flat country, and after 7 hours in the air, covering 20, 40, 50, 50, 50, 50, 40 miles, the long-awaited Diamond was clearly in sight. Lift was dying, but one last thermal to 7,000 ft. put the evasive jewel at last—at last—in the bag.

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Demonstration aircraft seen at London Gliding Club, Dunstable

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I landed after 8 hours' flying at a small town called Haskells, after covering in all 329 miles, of which 322½ scored along the line. Schreder was a few miles further on, the Skylark lying second. This was pretty good, in conditions of this kind. The only surprise of the day had been when Smith on his Lo-150 came sailing by me in absolutely level flying, the Skylark doing 60 knots and the Lo at least 5 knots better. This was a machine with wings smoothed with micro-cell plastic, and the improvement this treatment brings about is undoubtedly tremendous, for Jensen's standard Lo-150 which I met from time to time performed in relation to the Skylark no better than it should have done.

So—my Diamond was home, after a dozen tries in nearly as many countries. To make sure of it I did it again the next day. . . .

4th August was really the major triumph of the task-setters—indeed one of the best tasks I have ever seen set. It was an out-and-return flight along almost the same track (without the first westerly leg) east to Stanford and return. If successful, this would be a World Record, but in case anyone getting back should still be hungry for more, they could overfly Odessa and go on west, scornfully thumbing their noses at the F.A.I. In the event, this measured the day with micrometric precision, for two pilots (Schreder and Smith) got back, two (Carris on the RJ-5 and myself) missed it by one thermal (my speciality) and landed 18 miles short, and the rest of the field spotted the line back to the turning point.

The day could have been better than the one before from the weather point of view, because around 16.00 hrs. some cu. built up into sweet little cu-nim; and if I had been able to use them, there is no doubt the Skylark, and some others, would have joined the HP-8 and Lo-150 at Odessa. But in two consecutive days to do 329 and 328 miles on virtually the same course emphasises the absence of uncertainties of weather or skill—one felt an electronic pilot could have done the job just as well. However, they were two grand days I would not have missed for worlds, though having spent 15½ hours of the previous 32 in the Skylark cockpit I almost endorsed John Randall and Fritz Sebek, both large and splendid airline pilots, who as they hobbled out of the somewhat exiguous cockpits of their Ka-6's said: "Our airline pilot's association would not approve of this!"

After this triumph I regret to say the standard of task-setting deteriorated, for the age-old reason that it got distorted for non-contest reasons. The sponsors of the meeting were a body called the Chuck Wagon Gang, who were not at all what one might think, but a branch of the Odessa Chamber of Commerce, devoted to publicising this remarkable city. In return for their support, for which naturally we were all most grateful, they had required an Air Display on the Sunday. This now caused the task-setters to give us short and easy tasks on the next two sizzling days, so that we should be young and fresh when we came to don our spangled tights for Sunday. Even in Texas the weather won't be mucked about like this, so by the Monday and the longed-for Free Distance, a giant front which had been hovering about up north during the week had descended to place a curtain



The Skylark team—L. to R.: Bob Morisey, Gale Abels, Kitty and Philip Wills.

Courtesy of "Flight"

within 200 miles north of us. Free Distance was, I fear, a disappointment, and the front then came on south, so we only had one final short day. On short days we had almost reached the point where we could jot up the marks before take-off.

If these last sentences, however, imply that by now I was bored, I have written badly. My own Free Distance flight was so memorable that it must form the subject of a separate article. And even a plug-round on a short task in these sizzling conditions, to an Englishman with a variometer suffering from years of repression within the confines of English thermals, was as good as a psychoanalytical course to a neurotic. I am simply saying that caviare is wonderful, but it is not a whole diet.

The final positions of the first 20 contestants are given in the table.

This pretty clearly reflects the relative performance of each glider flying in clear-air strong-thermal conditions. I would say that Drew (ex-Cambridge Club) sneaked a place up by exceptional skill, on his cleaned-up Ka-6. Coder, on the fantastic Sisu, would have been higher if he had had more experience on this brand-new machine.

The accuracy with which one could assess relative performances was extraordinary. Oates on his Skylark 3B glided it out with me on my 3F over 20 miles. At 60 kts. my new tail produced, without any doubt at all, the calculated advantage. More surprising, the famed RJ-5 and I glided it out one evening over 6,000 ft. and 30 miles; I started 200 ft. above and ended 300 ft. below Bernie Carris, and we landed together.

On several occasions prior to the last day I met Kit Drew's Ka-6 and could just beat it on the straight glide (my extra 3 metres span ensured of course that there was no serious argument with the standard Ka6's). On the last day, however, due to cow-trouble on the Free Distance day, I was flying with one wing panel and half my rudder covered with untautened and rib-stitched fabric, ballooning in the most vulgar way for all the world like a be-buttoned cushion in the drawing room of a fat mistress. On this day I could not hold Kit in straight flight.

This last flight consisted of a dash from one well-populated thermal to the next. In each I would climb up inside the Sisu, which would come sailing past my flapping tail on the next glide, to be out-climbed again under the following cloud. We finished nearly together.

What of United States gliding? Here is a country with more exciting and more entirely unexplored air than I thought could still exist, with roads and telephones and ground facilities, with a wealthy people possessing unexampled talents of technology and energy. Yet the number of sailplanes in it are about the same as here, and the amount of flying they do is much less. Why?

It seems rather nerve after a three weeks' visit to express views, but so many people here and there have asked for them, so I will try.

One obvious answer lies in its very size, and the difficulty of organising a gliding movement in any central way. In these circumstances the talented folk who in England have managed to get together and organise a network of self-control satisfactory to our authorities have been driven in on their individual resources, and we see unbelieveable aircraft like the HP-8, designed, constructed and flown to victory by one man (the HP-8—Dick Schreder has previously built seven other prototypes!); the Sisu, well-nigh incredible creation of one man working with few elementary tools in his own garage; and many others. But a sport which requires supermen for its participation cannot expand beyond a

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The SISU. Courtesy of "Flight"

certain point, and expansion only comes when things such as clubhouses (permitting an ordinary man to be a glider pilot and also happily married), hangarage and repair facilities become available. Up in Elmira, Paul Schweizer has for 20 and more years been working to this end, by producing his well-known range of gliders. But here in Texas that was 3,000 miles away. And any damage to one's aircraft had to be repaired by the pilot or such friends as he could hope to retain; whilst wives and children, standing in the middle of the sun-drenched dusty field, might easily die of thirst and sunstroke, whilst hubby disported himself overhead.

However, after nearly three decades in this field, I am getting a nose for it. I predict the sport has now got over top-dead-centre, and that from now on U.S. gliding will accelerate exponentially. And this meeting, acknowledged by all to have been the most successful to date, will have helped to achieve this. Certainly Kitty and I will never forget it.

After it was all over, we drove the 900 miles to Boulder, stopping off at Las Vagas, New Mexico, on the way, where we had an aero-tow to see if I could fly the last 300 miles, in the lee of the Rocky Mountains, and so triumphantly deliver the Skylark by air. But the weather failed to co-operate; after 80 miles I landed within 10 yards of the main road for an easy retrieve.

Our last evening, the Abels held a barbecue in their garden attended by members of the local clubs. As we were chattering gliding, someone suddenly said "Look! there's the latest satellite!", and overhead we saw the bright star moving against the original background provided by the Creator. We uttered our "Oohs" and "Ahs" and put our heads down again into the fascinating discussion on variometers. It seemed no time at all before someone said "There she is again!" and lo! whilst we had been talking the damned balloon had been right round the globe and was moving up the south-western sky again. Progress, or something.

The next morning we completed the transfer, and now the Skylark belongs to Gale Abels. I can wish him no better than that he gets as much joy out of her as she has given me.

U.S. CHAMPIONSHIPS 1960

Leading Final Positions

Pilot	*Sailplane*	*Points*
1. R. A. Schreder	HP-8	6,945
2. B. M. Carris	RJ-5	6,516
3. A. J. Smith	LO-150	6,374
4. P. A. Wills*	Skylark 3F	6,121
5. C. M. Drew	Ka-6B	6,095
6. G. L. Oates†	Skylark 3D	5,883
7. G. E. Corder	Sisu-1	5,852
8. R. L. Moore	1-21	5,666
9. W. S. Ivans	1-29	5,538
10. R. T. Allemann	Ka-6CR	5,534
11. G. S. Thomas	Ka-6CR	5,462
12. J. D. Ryan	1-23G	5,435
13. F. B. Compton	L-K	5,114
14. C. M. Yeates†	1-23H-15	5,099
15. J. J. Randall	Ka-6BR	5,095
16. W. H. Coverdale	Ka-6BR	5,001
17. D. C. Johnson	L-K	4,901
18. F. Sebek	Ka-6BR	4,695
19. S. V. Starr	1-23D	4,630
20. W. J. Mix†	1-23H-15	4,586

*British entry. †Canadian entry.

National Glider Aerobatic Contest

by Mike Fairman

THE Third National Aerobatic Contest was held at Dunstable on 25th September, and once again we were fortunate in having the services of the Lockheed International Aerobatic Trophy Panel, headed by Major Oliver Stewart. Also, once again Mr. J. B. Emmott had generously donated £50 for the three best pilots to spend on gliding equipment.

It has almost become a tradition that Aerobatics Day is also a good soaring day, and the 25th was no exception. A rather threatening ground mist rapidly cleared and cumulus started to form at about 10.30 a.m., but flattened out during the afternoon.

The morning forecast had stated that the wind "might be from the north or might be from the south", leaving the organisers in doubt as to which direction to use for take-off and spot-landing approach. With the windsock still hanging limp at 10.00 a.m., John Westhorpe, the Chief Marshal, decided to settle for the south-west wind procedure and briefed the contestants accordingly. Soon afterwards a breeze did spring up from the north, and the competitors were faced with downwind spot-landings.

There were sixteen entries in all (many had previously to be dropped, as sixteen is the maximum number the Panel feel they can fairly judge). Eight were flown off in the morning, and the remainder in the afternoon.

In order that the public might not lose sight of the real purpose of gliding, a cross-country task was also set: a race to Duxford and return, 56 miles. The six entries were launched during the lunch hour and rapidly disappeared.

The winner, Roger Mann, was first back; his Skylark I appeared creeping round the north end of the Downs. A short time later, Geoffrey Stephenson screamed over in fine professional style, having taken just a few minutes longer. Mike Bird in the K-7 was next to return, but he had turned back at Letchworth, conditions further on looking very poor. Last back was George Burton, out of a completely dead-looking sky.

Chuck Bentson was extremely unlucky, for after having made good time round the turning point and back to Luton, he was forced to wait there until 3.45 p.m. (before which the competitors were briefed not to arrive back, lest they interrupt the Aerobatics). Unfortunately, the grass of Luton aerodrome arrived before 3.45, and Chuck joined John Light, who had arrived there in his Olympia 2.

Impeccable as ever, Peter Fletcher (in top hat) flew his famous Cadet for the height-judging contest, and after the competition was over, Doug Bridson gave us some fine powered-type aerobatics in the Tiger Moth.

The Auster 6 visited us from Farnborough and demonstrated its excellent glider-towing qualities when helping to launch the task pilots.

Amongst the distinguished guests were the Mayor and Mayoress of Dunstable, and Mr. Geoffrey Rippon, Parliamentary Secretary to the Ministry of Civil Aviation, who very kindly agreed to present the prizes. These were to the following:

FIRST: Flt. Lt. D. S. Bridson, who won the Jack Hanks Trophy, Beer Tankard and the £25 Emmott Prize.

SECOND: Dan Smith; Beer Tankard and £15 Emmott Prize.

THIRD: Master Pilot H. E. K. Poole; Beer Tankard and £10 Emmott Prize.

SPOT LANDING PRIZE: Flt. Lt. D. S. Bridson; Beer Tankard.

WINNER OF CROSS-COUNTRY TASK: R. A. Mann; Beer Tankard.

The Chief Marshal was J. F. Westhorpe; Clerk of the Course, H. R. Watson; Stewards, D. G. O. Hiscox and A. Sweet; Chairman of the Organising Committee, M. C. Fairman; and the Commentator, G. R. Williams.

The details of the individual performances of the Aerobatic contestants are given in the Judges' Report.

REPORT OF THE JUDGES

The judges have the honour to make the following report to the Chairman, the London Gliding Club.

THE WEATHER.—Light and variable winds prevailed with cumulus clouds 3/8 to 4/8 cover, increasing during the afternoon to 6/8 and 7/8. Conditions were on the whole good, although, because of the cloud base, it



Flight-Lieut. Doug Bridson is presented by Mr. Geoffrey Rippon with the Jack Hanks Trophy.

Courtesy of "Flight"

was decided at the outset to change the release height from 760 m., the original figure, to 610 m. (2,500 to 2,000 ft.).

THE ORGANISATION.—This, as usual, was efficient and the competition ran smoothly throughout. There were originally 16 competitors but one was scratched, so that 8 competitors performed during the morning session and 7 during the afternoon session. The judges were given a note on the permitted manoeuvres for the different aircraft.

GENERAL.—The presentations were on the whole somewhat disappointing. There were many excellent figures and much fine flying, but the judges felt that there was little advance in originality on last year and that there was a tendency to mix different figures together in such a way that they lost definition. A few brief inverted flights were made by some competitors, but there were no inverted turns. The individual performances of the competitors are now discussed, the names being given in the starting order.

Individual Performances

B. B. SHARMAN (Olympia 460). This competitor started his actual presentation 39 seconds after release. This may have been for purposes of positioning. His loop and aileron turn were interesting, but it was felt that he came close to infringing the minimum height rule when he was making his last loop. Landing range: 21.2 m.

L. KURYLOWICZ (Olympia 2B). A well developed spin, accurate looping and a good stall turn were among the features of this competitor's presentation. His continuity was especially good, but his landing range was such as to affect his final position. Landing range: 72.6 m.

P. C. DIRS (Olympia 2B). A spin and a chandelle to the right were among the figures in this presentation. Fifty-five seconds after starting, he began to come too far over the judges' stand, but he corrected this without undue delay. Landing range: 33.3 m.

D. J. CUNNINGHAM (Olympia 2B). There was 4/8 cover when this competitor started. He wisely delayed release until well upwind. A dive and loop started his performance and then a turn of spin. One normal stall became somewhat untidy in recovery. Landing range: 55.9 m.

D. A. SMITH (Swallow). SECOND PLACE. The sky was slightly brighter with 3/8 cover. This competitor was the first to obtain the full benefit of the height available to him by starting almost immediately (less than four seconds) after cast-off. He was well positioned and he introduced an inverted passage which he started by a half loop and completed by a dive out. There was good continuity and the figures were well defined yet well linked together. Landing range: 16.9 m.

J. BROWNLOW (Olympia 401). The first figure by this competitor was under way 21½ seconds after release, but he allowed rather long periods to elapse between the manoeuvres. He was in general well positioned, although now and again rather too far away. His spin at the end was well developed but was continued too low. Landing range: 33.3 m.

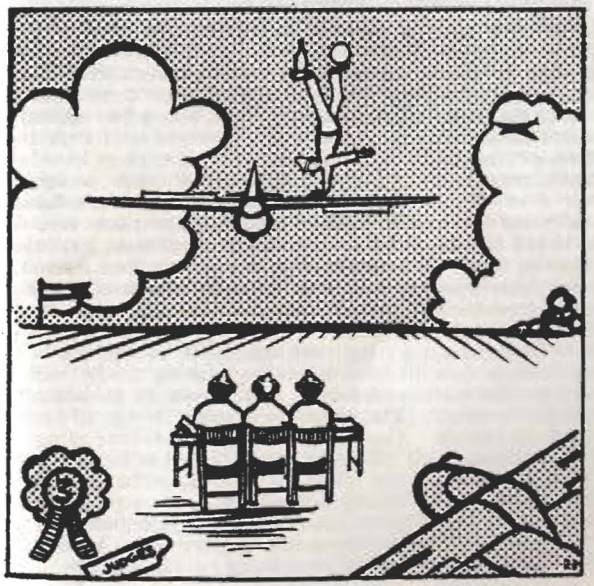
J. C. STRUGNELL (Skylark II). When this competitor started the wind had somewhat freshened. All competitors had been landing down-wind in conformity with the direction of take-off. The release took place somewhat too far overhead. A good spin was done, but then the competitor came completely over the judges' stand, and then went behind it. His recovery from a second spin was in a direction unfavourable to the recovery of position. Landing range: 38.7 m.

J. D. SPOTTISWOOD (Olympia IIB). A further slight freshening in the wind was noted when this competitor released. Cover was 3/8. He was well positioned at the start, 16 seconds after release, and he made a 1½ turn spin and recovery in a favourable direction. His two successive loops were accurate and he was holding height well. He did one loop at 90 degrees to the judges' stand, an effective manoeuvre. Landing range: 9.5 m.

H. R. DIMOCK (Olympia 403). First of the afternoon competitors, this one faced similar weather conditions to those prevailing during the morning. The judges' table and marker strips had been re-orientated to meet the change in the sun's position. The competitor started only four seconds after release and contrived to hold height so that the totality of his presentation was extended in terms of time. His vertical stall turn was well done and his performance showed original thinking, but unfortunately three minutes after the start he went up sun and behind the judges' stand. Landing range: 6.6. m.

J. E. G. HARWOOD (Swallow). There was what seemed to the judges to be an unnecessarily long time between the moment of cast-off and the moment at which the first genuine aerobatic figure was initiated. He started with a dive and loop and then a stall turn to the right. He was well placed but allowed unnecessarily long intervals to occur between the figures. He did a vigorous stalled turn and a well-developed spin. Landing range: 7.9 m.

D. S. BRIDSON (Skylark II). FIRST PLACE. This competitor started his



This is what Master Pilot Poole's friends at R.A.F. Bicester thought he had been up to when the local paper called it an "Acrobatic Contest".

Courtesy "Bicester Advertiser"

performance immediately after release, pulled up and stalled into a well-developed spin. His continuity was excellent. He contrived to introduce a good deal of variety into his performance and there was high accuracy and good definition. The wind had freshened somewhat and this competitor made his approach into wind, being the only one to do so. This may have assisted him to achieve the best landing range of the day. It was 4.95 m. (16ft. 3 in.).

A. S. LOVELAND (Olympia IIB). Again a good start was noticed, with a good spin following it. The clover-leaf loops did not appear to be clearly defined, and the competitor at one moment was too distant, although it was observed that he almost immediately took steps to recover position. Landing range 13.6 m.

R. DUNN (Olympia IIB). The weather was changing when this competitor began his performance, with the cover going up to 5/8 and then 6/8. He was placed too far overhead at the start. He did an accurate loop and a good stall, but again came too far overhead. He recovered position, however, and from then on his positioning was good. One interesting manoeuvre included a partial pushover at the top. Landing range: 5.5 m.

D. G. GODDARD (Swallow). Again a good start after cast-off produced a good initial impression on the judges. This competitor included inverted flight in his performance and one figure at 90 degrees to the judges' stand. He was rather distant during a large part of his display but he was marked highly for accuracy and scope. Landing range: 11.7 m.

H. E. K. POOLE (Olympia IIB). THIRD PLACE. At this time the light was somewhat dimmer because of clouding over of the sky and there was 7/8 cover. This competitor brought his aircraft somewhat far overhead, but he corrected it five seconds after cast-off by turning left. His continuity was good, and, apart from the incident mentioned, his positioning was also good. Landing range: 39.2 m.

Mountain Soaring 1961

by D. Brennig James

THE expedition planned for 1960 and described in *The Aeroplane & Astronautics*, 5th February, 1960, has by kind permission of the Royal Nepalese Government been postponed to 1961, the dates being 23rd April to 3rd June inclusive, and we have promises of sufficient financial support to make a simple and unambitious project possible.

The organisation will be based on a charitable trust, which it is hoped will be called "British Mountain Soaring Trust". The purpose of setting up a charitable trust is to gain certain exemptions from taxation from contributions or in the event of the scheme producing a profit. To do this, three to five independent trustees are appointed who ensure that all benefits and duties are impartially allocated. In other words, the party who go must be chosen fairly from those who show their willingness to participate; however, their usefulness on the ground both in this country and abroad must weigh considerably in their selection.

Although it will be a "charitable" trust, it is hoped that most of its income will be earned by the sale of various publication rights; however, since a considerable lapse of time may occur before these sums are gathered in, the pilots may be required to guarantee some proportion of their individual expenses. Three trustees have been appointed, also legal and accounting facilities have been engaged; the scheme is open to all British glider pilots who feel they are qualified to participate, and though several people have shown their interest, it is emphasized that no selections have been made, particularly as the size of the expedition is still open to doubt.

Any criticisms, offers of support, or the names of pilots wishing to fly will be appreciated and should be addressed to The Mountain Soaring Group, 27 Lennox Gardens, London, S.W.1.

It is intended to avoid as far as possible any clash of interest with other fund-raising schemes currently running in the gliding movement. It is regretted that fuller details cannot be given at this juncture for fear of prejudicing our negotiations.

How To Win Friends and Influence People

by N. A. Groucutt

THE plan was simple in the extreme. Ted Stark decided to fly the Blue Skylark in the full knowledge that landing back on top of the Mynd would almost certainly be impossible. A 25-knot west wind blowing full on the ridge produced wonderful soaring conditions; the warm air loaded with moisture, however, was condensing into a blanket of steam at about 1,500 ft. a.s.l. Out over the valley beyond the sharply defined edge of the huge flat cloud, the sun poured light onto the patchwork quilt of Shropshire and beyond into Wales. With the impatience which marks a private owner, Ted pressed Mike, Wilbur and myself into service as a retrieve crew. "Take my car (?) and trailer to the bottom field and wait for me". Nothing very daring or difficult about that, you may say; but read on, dear subscriber.

We watched the B.S. float, as majestically as Ted would allow, out over the valley, soaring rapidly into the murk, and we trickled indoors to our various armchairs, the Club fleet being grounded. An hour later the gallant retrieve crew set off down the hill to Asterton, with Mike at the wheel of the Vanguard in second cog and tramping hard on the soft pedal. The lane alongside our bottom field being single-track, it is necessary to proceed to the farmyard farther along and there change direction ready for the haul back. Having arrived in the farm forecourt ankle-deep in "rich organic matter", we did the safe but unsportsmanlike thing and uncoupled the trailer and manhandled it round. Mike decided to take the estate car round the corner, to reverse where there appeared to be a little more room. Wilbur and I turned our attention to the B.S. making its approach a few fields away. A terrifyingly "Stark" affair. We looked for the car and saw Mike tripping on tiptoe through the squelching humus, arms akimbo, and looking for all the world like a ballet dancer crossing Piccadilly.

"I say, I'm awfully sorry chaps, but the car's stuck."

"We'll give you a hand to push it out."

"Well, I don't think you can, it's up to its axles"—and so it was. A warm-hearted farmer's son with an acute sense of humour fetched the tractor out. Wilbur and I walked to the field where Ted had landed, to find Colonel Benson and Bob Swift helping dismember the Skylark; the Colonel's car parked near by appeared superfluous; hadn't we three stalwart lads and a Vanguard to pull the trailer?

The tailplane, wing tips and centre section were speedily and safely stowed in the trailer, the fuselage was wheeled round and lined up, "Where's the fuselage support pole?" shouted Ted.

"The pole?" we repeated in turn. The Colonel, who, in fairness to the three stalwart lads, I must place on record, had prepared the trailer, smiled weakly and said, "I'll go and fetch it"; and leaping, or rather stumbling into his car, set off for the Club. Ted was describing the finer points of his approach and landing to Wilbur and Mike, so Bob and I decided to put the fuselage in the trailer in readiness. When this was accomplished, Ted came round and told us that the pole could not be fitted with the fuselage in the trailer, so we hauled it out again. He watched us withdraw the fuselage with a mocking grin on his face; then the grin faded and a flushed expression of wide-eyed enthusiasm took its place. This, we knew, betokened a moment of genius.

"Let's put the fuselage in the trailer, and I can stand inside and support it—at least as far as Asterton Hill; we should meet the Colonel coming back by then." In the face of such illegal inspiration we silently rammed the fuselage back into the trailer and Ted prepared to take his stand.

Bob's head appeared in the doorway and quietly asked, "Where do we put the canopy?"

"On the fuselage, you ——," said Ted. By now we were getting the hang of things and the fuselage quickly emerged from the trailer again, and with trembling hands (and lips) we hinged and closed the canopy, and the fuselage went into the trailer like a twelve-pounder into the breech. No sooner had the wheel dropped into the slot than the Colonel arrived with the pole. Not a word or a noticeable gesture followed; silently, except for the falling drops of perspiration, we removed the fuselage, inserted the pole

and slowly, with great deliberation, we installed the fuselage into the trailer for what must surely be the last time. Doors closed, a quick look round and the procession headed towards the Club a mile away.

The seating accommodation had now been rearranged: the Colonel's car contained himself, Bob, Wilbur and myself with Ted and Mike bringing up the rear—and the trailer. At the bottom of Asterton Hill the convoy halted and the Colonel dismounted to hold council with the W.O.

"What's the delay, Colonel?" I shouted.

"Oh, Ted's car won't pull the trailer up the hill". The reason for the Colonel's car was immediately apparent. A strong trailer check rope about 3 inches in circumference coupled the Hillman to the Vanguard, and with a shout of "I'll come back and fetch you!" the convoy again moved towards the hill, leaving four weary but wildly cheering bods to reflect on the madness of it all.

In a cloud of swirling dust and exhaust smoke the pageant of locomotion sped forward in a manner that suggested that the feat might after all be accomplished. A hundred yards further up the hill, however, the first 1-in-4 slope brought everything to a shuddering, grinding halt. The four of us rushed to the spot and with shoulders against the rear of the trailer we shouted "try again." Engines roared, tyres spun and we heaved and pushed until we had slid a good ten feet back down the hill and the check rope broke.

The Colonel's car shot up the hill with the rest of the crowd to fetch the Humber Utility, leaving Ted and myself to back the car and trailer to the bottom of the hill ready to uncouple for the Humber. With quiet confidence I walked backwards behind the trailer, calling out instructions to Ted, and skilfully manoeuvred him until the trailer was jack-knifed across the winding road and firmly jammed in the bank. I sat in the car with Ted, glad of the respite, and waited for the Humber to arrive. With the Humber in reverse we tried to haul the Vanguard and trailer free and broke the sole remaining check rope belonging to the Colonel, who immediately demanded compensation. John Anstey, who had brought the Humber down, and I shed several pounds of superfluous fat manhandling the trailer free, and Ted backed to the foot of the hill, uncoupled and moved away to allow the Humber to connect up, and promptly got bogged down in the mud at the side of the road. This was a minor crisis; we soon had him free and then, three-and-a-half hours after setting out on a two-mile retrieve, we headed, sadder and wiser and very, very tired, for the Clubhouse, where we arrived too late for tea.



WORLD CHAMPIONSHIPS: Weather and Tasks

by Ann Welch

THE purpose of this article is twofold. Firstly to analyse the tasks in the last World Championships, and their effect on the results and rules; and secondly to see if the lessons learnt hold any ideas for us in our own Nationals.

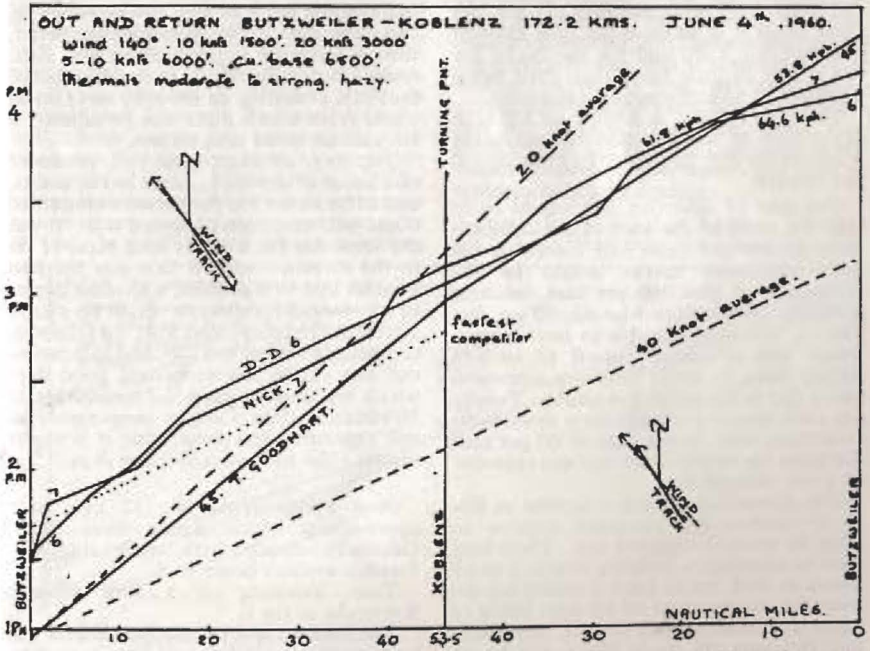
During the Practice Period two tasks were set, but these will not be included, as some pilots were using them merely as reconnaissances. The weather maps for the actual Contests appeared in SAILPLANE AND GLIDING for August.

JUNE 4TH.—Wind 140°, speed 20 kts. at 3,000 ft., 5-10 kts. at 6,000 ft. Haze; mainly dry thermals, moderate to strong; cumulus base 6,500 ft.

Task: Out-and-Return to S. along the Rhine to Coblenz: 172 kms.

The first take-off was not until 12.30, owing to the Opening Ceremony. The task was excellent for the weather, and for the beginning of the Championships, and one felt that they had got off to a good start. A few pilots only failed to complete the course, and they were good pilots with good aircraft. As is inevitable with any marking system based on speed and distance marks, they were heavily penalised for failing to arrive.

JUNE 5TH.—Wind, light southerly. Thermals poor to weak with a thundery front approaching during the afternoon.



The return downwind is very little faster than the into-wind leg. Largely because the wind was not strong at operating height, and, owing to the haze, thermals weakened early.

Task: 100-km. Triangle to the south.

The task was selected apparently on the idea that because the weather was not good, a small task should be chosen. A 100-km. triangle may be small, but it is one of the most demanding on weather. The need for precise navigation to the turning points, and the cessation of soaring while rounding them, as well as the need to try to keep up the maximum possible speed, requires well distributed, frequent and strong thermals for success. Feeble weather combined with an approaching, cloudy, thundery front guarantees failure. This is, of course, what happened, and since no-one reached even the first turning-point, it was fortunately a non-contest day.

The risk, which is implicit, is that the minimum number of competitors do just score, and since each day has the same value, they can obtain an enormous advantage which it may be impossible for their opponents to reduce. The few who have scored may have done so by an incredible display of virtuosity and courage and deserve anything that they can get, but more often it is because the luck element has been too high, and the success of the few is due to little more than their being launched at an unforseeable right time.

There is, I think, a good case for each day to have its own value determined on the results of the day, calculated by formula and not opinion.

One way of achieving this would be to take the entry at the start of the competitions as 100 per cent, and thereafter the daily maximum marks would be the percentage of that 100 per cent resulting from the competitors who scored on that day. It would be sensible to have a maximum and minimum cut-off to such a sliding scale, to avoid ludicrous situations like a day being worth five marks. Twenty per cent would probably be a reasonable minimum, with 50 per cent or 60 per cent the point above which the day was regarded as a 100 per cent day.

The alternative to such a scheme as this is to increase the minimum number to score to make it a contest day. There may well be advantages in doing this to a small extent as well, but in itself it would not get over the disadvantage of all days being of equal worth, which they are not. If no such modifications are made, there will be an increasing tendency for task-setters to avoid setting anything at all on forecast marginal days in serious championships, in case any error on their part badly upsets the scores.

JUNE 6TH.—Wind light, S.W. Good thermals with cu. at 6,000 ft. Thunderstorms moving along with the route in the afternoon.

Task: Distance along a line N.N.E. through Kiel.

A good task as it turned out because the sea breezes prevented all the pilots ending up at the coast. With hindsight a long race might have been better, but tasks are set on the forecast, and this was a reasonable choice using the available good weather area to advantage.

JUNE 8TH.—Wind S.S.W. 15-20 kts.; 3/8 cu., base 6,000 ft. Strong thermals.

Task: Free Distance, and the waste of an excellent day. Free Distance should be used either as a last resort in poor weather, or in good weather only when the geographical or political limits are unlikely to be reached. It was known how easily pilots had reached the Kiel area two days before, and on this day the weather was even better, with a tail-wind straight along the same route. Inevitably nearly everyone reached the limit, 19 ending up 490 kms. away on an island from which there was fortunately a ferry which could take trailers.

This day, although great fun, produced no change of any significance in the marks, and as far as the top people were concerned could well have been dispensed with. It was the ideal day for a really long race, either in the direction used if this was the best weather line, or if possible with some degree of cross-wind component. Such an alternative would have avoided, also, the following day being a further rest day, and as it turned out one of the few remaining good days which we were to have. The weather in Northern Europe is always temperamental, and experience has shown that it is nearly always risky to have non-flying days.

JUNE 11TH.—Wind W., 12 kts., with approaching warm front from N.W. Generally cloudy with weak thermals; forecast weather better to S.

Task: Distance on a Line through Karlsruhe to the S.

The forecast was so marginal that if any task was set at all it should have been Free Distance. In the event it was possible, just, to stay airborne and drift with the wind,

but not to work across it on thermals. It is always difficult to know in advance whether the day should be cancelled before it has begun; but if the task-setter does decide to take the plunge and declare something, he must resolutely avoid building in man-made difficulties on top of the meteorological ones. Free Distance is only the possible alternative to no contest, so that if there is anything to be made of the day, the pilots themselves can discover and exploit it. If there is nothing but poor weather in a competition period there will be fairer final results with five Free Distances than from five fancy tasks of which three were marginal and two did not come off at all.

This was the day which high-lighted poor wording in the rules. In the Open Class only two pilots exceeded the minimum of 50 kms., one of them Nick Goodhart, who made a magnificently courageous flight down the Rhine Valley itself, and right along the set line, using the hills above the river to keep him airborne. Jensen of Denmark did some 90 kms. downwind. The rules stated that at least two pilots had to fly a minimum of 50 kms. to make it a contest day. Two had, and Nick was given 1,000 points, with others who had exceeded the minimum qualifying distance of 20 kms. points in proportion. This put Nick well into the lead. Some people felt, however, that the minimum 50 kms. should be along the set line, and not in a random direction. This meant that Jensen's flight would not count because its projected distance was just under 50 kms. As is well known, there was endless discussion of the matter. In the end more people felt that the rules meant 50 kms. along the line than felt that the rules meant what they said, and that what they said should be obeyed. The day was thrown out, and as a result Nick lost his 1,000 points, and the Championships with them.

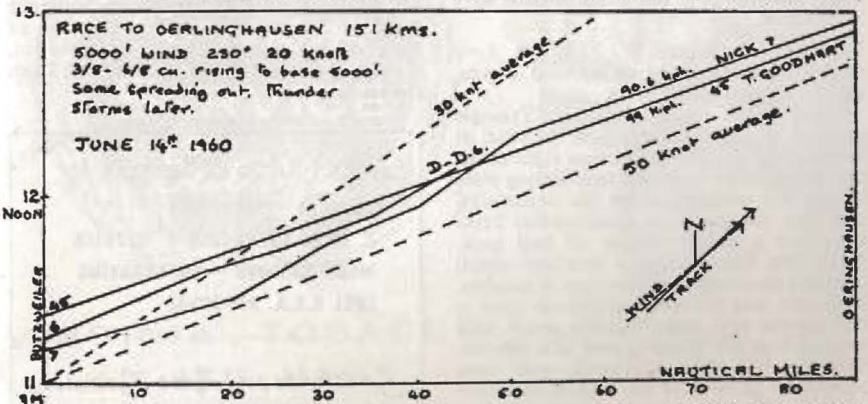
The whole of this difficulty was due to loose wording in the rules, which was made prominent by bad task-setting, and in turn became vitally important to the non-scorers because of the high value (1,000 points) of a marginal day.

JUNE 14TH.—Wind 230°, 20 kts. Good thermals with risk of thunderstorms later and some cumulus spread-out.

Task: Race to Oerlinghausen, 151 kms. to N.E.

This was another misjudged task: the previous one having been too difficult, this was too easy. In between had been three non-flying days, and all that was given was a short race downwind, which was done by the fastest man in 1 hour 15 minutes. It was not wrong to have a race, but to make it so short in time. If N.E. appeared to be the only good weather line, then the goal should have been farther, but if possible a 2½ to 3-hour race should have been set by going across wind to a sufficient extent to achieve this sort of time. The pilots would then have a flight in which the luck element was reduced and the crews would not have an unnecessarily long retrieve.

JUNE 15TH.—Wind at 5,000 ft. 280°, 15 kts. Good thermals, but thunderstorms;



Plot of flight made at the time from pilots' radio report at approximately 15-minute intervals No. 45's line is straight, since the Standard Class had no radio.

some cumulus spread-out and frontal high cloud.

Task: 300-km. Triangle to N.E.

The pendulum error continued. This task was too difficult. It was a magnificent test if the purpose was to get the absolute last ounce out of the competitors, but not satisfactory as a race since too few finished to make the results comparable. Only one pilot, Nick Goodhart, finished in the Open Class, and two in the Standard Class. The weather has to be truly excellent to declare a 300-km. triangle, and get enough people round to make sense of having a speed competition; and it was quite obvious on the forecast that whereas this was perhaps a 200-km. day, it was not a really good bet for 300. No speed marks at all could be given in the Open Class and the flights were counted as Distances along a Line.

JUNE 16TH.—Wind at 5,000 ft. 270°, 15 kts. Weak thermals. Warm front moving across the area during the day.

Task: 200-km. Triangle to the S.

A disastrous task, as even the finest pilot skill could be frustrated by the impossibility of soaring in low cloud, sometimes on the hills, and continuous rain. A few pilots, noticeably those who started late, saw an unforecast and temporary clearance following the front, and those who were flying a low-sink, or light, manoeuvrable glider were able to remain airborne and wait for it. Quite apart from the undoubted skill they showed, they were also lucky. It was simply not a race day. Distance on a line somewhere between N.E. and S.S.E. would have been better.

JUNE 17TH.—Wind S.W., 12-15 kts. Low stratus expected to break around 1 p.m. Hazy. Thermals very weak.

Task: Twice round a 100-km. Triangle to the S.W. Hearing this task declared at briefing brought the realization right home that the basic problems of task-setting were simply not understood by the organisers, and that the previous unsuccessful tasks were not a simple matter of bad luck. Again the fallacy of bad weather—small task had appeared, but this time in excelsis. Not only was the weather poorer than it had almost ever been, but the small, and meteorologically exacting task of a 100-km. Triangle had been declared—and then multiplied by two. It was almost unbelievable. So was the fantastic jamboree that took place in a farcical attempt on the task. The low stratus partly broke, and while it was still clearing the hazy cloudy air was filled with gliders failing to soar, and all the tugs. This was inevitably followed by wholesale landings in any available space. The high quality of the competing pilots was demonstrated by the astonishing avoidance of incident. In due course, but not soon enough, the day was declared no contest, and so ended the Championships.

In any competitions the problem of the last day's flying is a difficult one. Apart from confusing the issue with prizegiving, and time for homeward journeys, there is the risk that the marks might be irretrievably upset if the wrong task is chosen. Clearly a task must be set if the weather justifies it, but marginal weather on this day really is a grey hair producer. Possibly the answer is to be mundane and unoriginal, to avoid trying to set anything complicated or clever, and above all to be prepared to scrub the day if the forecast weather is so marginal that a slight worsening would make any task unacceptable.

One final point concerns the maximum daily points of 1,000. I think the time has come to use 1,000 and not 100 in our Nationals; but not, as has occurred in World Championships, to give results to the first place of decimals. The object of having 1,000 points as a daily total, rather than 100, was because it was thought that 100 was a little too crude. 1,000 is about right, but working to the decimal point is equivalent to having 10,000 points. This, for example, implies that on a distance flight of 300 kms. the landing position of the glider is known to the nearest 30 metres, a state of affairs usually far removed from the truth!

See Ken Fripp at Lasham for

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1961 EASTER RALLY IN NORFOLK

THE Norfolk Gliding Clubs, comprising the Norfolk and Norwich Aero Club, the Norfolk Gliding Club, and the Fenland Gliding Club (R.A.F.G.S.A.), will jointly be holding a Gliding Rally and Competition at Swanton Morley next Easter from Good Friday to the following Wednesday (31st March to 5th April inclusive) and would be very pleased to receive entries from Clubs and Private Owners who would like to take part.

It is hoped to muster 20 aircraft, and the Rally will be limited to that number as a maximum. Should a greater number of entries be received, it will be necessary to select the final attendance by pilot experience, and in this respect pilots entering for the Rally should state their experience as fully as possible regarding B.G.A. qualifications and certificates gained, number of cross-country flights flown, and what competitions (if any) have previously been entered. Minimum qualifications for visiting pilots will be Silver C certificate or official B.G.A. or A.T.C. Instructors' Category.

The entrance fee for the Rally is £2 2s. per aircraft, to include pilot(s) and crew up to 4 persons (inclusive), the fee for additional persons being 10s. 6d. per person. Normal 15s. launch fees for aero-tows will apply, and competitors will be responsible for their own retrieving and accommodation costs. Arrangements can be made for accommodation at Swanton Morley Airfield or in local hotels as preferred.

This will be the first but, we trust, by no means the last Gliding Rally to be held in East Anglia, and we hope other Clubs will join us in exploring the soaring prospects of the region with its favourable position for distance flights in a south-westerly direction. Pilots wishing to fly "en concours" with the Rally for the purpose of private cross-country flying will be welcome.

The closing date for entry is 15th December, 1960. Applicants should apply in writing to Ian Abel, 23 Branksome Road, Norwich, Norfolk, NOR. 51D (Tel. No. Eaton 2300).



VIRGINIA TOBACCO
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BRITISH GLIDING CLUBS
FORMED IN 1930
Location indicated is Club flying site, where known: otherwise Name Place of Club or address of Organizer.
DUNDEE
STIRLING
FALKIRK
EDINBURGH
GLASGOW
KILMARNOCK
DUMFRIES
NEWCASTLE Mechanical Club
ULSTER
WENSLEYDALE
SCARBOROUGH
FURNESS
MALTON
BRIDLINGTON
HARROGATE
DRIFFIELD
CONONLEY
ILKLEY
PRESTON & District
FYLDE
BRADFORD
LEEDS
HALIFAX
HUDDERSFIELD
BOLTON
MANCHESTER Roy. Aeron. Soc.
STOCKPORT
SHEFFIELD
LANCASHIRE Aero Club
LINCOLN
THE MATLOCKS
DERBY & District
WREXHAM & District
NOTTINGHAM
NORTH STAFFORDSHIRE
LEICESTERSHIRE
WOLVERHAMPTON
MIDLAND
WOLSLEY Motors
BIRMINGHAM (2 Clubs)
RUGBY & District
LUDLOW
NORTHAMPTON
NORTH COTSWOLD
BANBURY Motor Cycle Cl.
BEDFORD
BEDFORDSHIRE
HERTS. & ESSEX Aero Cl.
ABERGAVENNY & District
FILTON
LONDON
MERTHYR & District
HALTON
SOUTH ESSEX
ESSEX
OXFORD & County
MIDDLESEX
CARDIFF
IMPERIAL COLLEGE
LONDON General Omnibus Co.
NORTH KENT
WILTSHIRE Light Aircraft
CROYDON
ISLE OF THANET
SURREY
KENT
CHANNEL
DOVER
WINCHESTER
SAILPLANE Cl. of Model Aircraft Club
SOUTHAMPTON
PORTSMOUTH & SOUTHSEA
SOUTHDOWN Skysailing
DORSET
WORTHING & District
LITTLEHAMPTON
ISLE OF WIGHT
EXPERIMENTAL Light Plane Cl. (Gliding site not divulged)

Thirty Years Ago

by A. E. Slater

NINETEEN-THIRTY was the big year when the present British gliding movement got under way, and by the end of the year about 80 gliding clubs had been formed. Needless to say, they did not all survive. Some of them never got as far as flying, and of those that did, many saw their members fade away after the first crash.

Before 1930, there had been sporadic gliding in the early days of aviation; then came the soaring contest of October, 1922, on the South Downs, stimulated by the discovery by the Germans of how to soar for long periods over hills. After that came an almost complete fade-out of gliding in Britain until, as described in SAILPLANE & GLIDING just a year ago (p. 321), the German distance and altitude flights in 1929 stimulated the formation of the British Gliding Association on 4th December that year.

Here, in diary form, are the more outstanding events of 1930 in British gliding.

January

2ND.—London Gliding Club provisionally formed at a private meeting.

4TH.—Kent Gliding Club formed.

17TH.—Editorial "word of warning" in *Flight* (p. 114) re gliding revival, pointing out that "gliding came to an abrupt stop in 1922".

February

14TH.—Inaugural public meeting of the London Gliding Club in Bloomsbury (at which the writer was present).

21ST.—Professor W. Georgii, head of the German gliding organisation, lectured on "Ten years gliding and soaring in Germany", and F. Stamer on "The Gliding School at the Wasserkuppe" (where he developed the solo method of training in Primaries), at a joint meeting of the Royal Aeronautical and Meteorological Societies.

23RD.—First flight of the Kent Club's primary glider "Columbus", built by members in 5 weeks. It was got to Detling airfield with difficulty through traffic jams caused by people who had come to see it, and was given bungy hops of up to 30 yards. (See SAILPLANE & GLIDING, Dec. 1955, p. 175, for fuller account).

March

15TH.—First flight trials of primary glider designed by Alec Bell at Cramlington, Newcastle-on-Tyne; five pilots included himself and Miss Connie Leathart. This group later started the Newcastle Gliding Club.

16TH.—First flights by members of London Gliding Club on their two primary gliders at Stoke Park Farm, near Guildford: one a German Zögling loaned for 6 months by the B.G.A., the other made by R. F. Dagnall, who stalled and crashed it on the last flight of the day.

27TH.—Inaugural public meeting of the British Gliding Association in London. President: Air Vice-Marshal Sir Sefton Brancker, Director of Civil Aviation. All but four of the original officers and council members are still alive; of these all have now severed their connection with gliding.

30TH.—At the London Club's ground near Tring, C. H. Lowe-Wylde qualified for



Members of the first Surrey Gliding Club sitting below their Primary glider at the club ground near Guildford. Printed from the original block used in "The Sailplane & Glider" for 12th September, 1930.

No. 1 British A Certificate and C. H. Latimer-Needham for No. 2.

April

6TH.—Flight in a Primary by Lady Bailey at the London Club's ground near Tring: claimed to be the first glider flight by a woman in England. Headline in Evening News of 16th April: "WOMEN RUSH TO TAKE UP GLIDING".

8TH.—Announcement of £1,000 prize by A. J. A. Wallace Barr, of Cellon, Ltd., for the first crossing of the English Channel by a British pilot in an all-British glider before 31st May, 1932; launching, it was later announced, must be by bungy. A prize of £50 offered by him in 1922 for the first glider flight of 50 miles was stated to be still open.

May

EARLY MAY.—"Corporal Manuel, of the 25th (fighter) Squadron, R.A.F., Hawkinge, near Folkestone, had constructed a primary type glider of his own design. When completed, Flying Officer F. Fox-Barrett, of the same squadron, was towed off behind a motor car at a speed of approximately 35 m.p.h. Unfortunately, however, things did not work out according to plan, and Fox-Barrett fell 15 feet (without the glider), and was transported to the sick bay, there to have several splinters removed from his eye, and a length of piano wire taken from his nose."—(From *B.G.A. Journal*).

14TH.—The Royal Aero Club delegated the control of gliding in Great Britain to the British Gliding Association.

June

5TH-15TH.—Robert Kronfeld, sponsored by the B.G.A., and Carli Magersuppe, sponsored by the *Daily Express*, gave demonstrations on the Itford-Firle ridge on the South Downs. On Sunday, 7th, in a north wind, Latimer-Needham became the first British C pilot with 22 minutes in an open Primary; Marcus Manton followed with 16 mins.; and G. Mungo Buxton soared the London Club's Prüfling, Magersuppe soared for 2 hours in a Professor, and Kronfeld for 3 hours in his Wien, reaching 2,500 ft.

Next week-end the wind continued north, and on the 14th Kronfeld made the first cross-country in Britain, taking off in his Wien at 5.30 p.m., working upwind to Glynde, and then soaring along the South Downs to Bedhampton Hill, near Portsmouth, 50 miles away. (First to beat this in England was Philip Wills in 1934).

These demonstrations stimulated the formation of many new clubs.

14TH.—Delegates from seven different European countries met at Darmstadt, Germany, and inaugurated the International Commission for the Study of Soaring Flight (known as ISTUS for short, and revived after the war as OSTIV). President, Prof. Georgii; vice-presidents included the Master of Sempill (now Lord Sempill). This body had an office in the building of the D.F.S. (German Research Institute for Soaring Flight) on the outskirts of Griesheim aerodrome, Darmstadt. It issued Silver C (and later Gold C) certificates to pilots of every country, who had to send their applications and documentation to Darmstadt.

July

15TH.—London Club staged a demonstration of soaring, mainly by Kronfeld, at Ivinghoe Beacon for the Prince of Wales (now Duke of Windsor). His private pilot (now Sir Edward Fielden, Captain of the Queen's Flight) was flung off the Beacon in an open Primary.

26TH JULY-3RD AUG.—London Club's first instruction camp (for members only) on Ivinghoe Beacon; tents and marquee in a field below. First *ab initio* British A certificates earned.

27TH.—First inter-club gliding match, between London and Lancashire Clubs on Prüflings at Ivinghoe Beacon. Total gliding times (6 glides per team): London, 12 min. 52 sec.; Lancashire, 8 min. 5.4 sec. Lancashire's last flight ended in a tree.

August

A large British party visited the German National Contests on the Wasserkuppe. Kronfeld set up a world's distance record of 101 miles from there.

October

18TH-19TH.—Inter-club Competition on Ditchling Beacon, South Downs. Five clubs competed: London, Surrey, Kent, Portsmouth and Channel. Silver Cup and cigarette case awarded to Capt. Stratton Surrey Club C.F.I., for longest glide of 1 min. 40.4 sec. in a Primary. Silver Tankard and 5 gns. to R. Matheson, London Club, for glide of 4 min. 37.6 sec., in an Intermediate type. No crashery.

United States 1930

FEBRUARY.—Hawley Bowlus (designer of Lindbergh's aeroplane) raised the U.S. duration record to over 9 hours at Point Loma, California.

6TH APRIL.—Capt. Frank Hawkes landed an Eagle glider at Vancortland Park, New York, after being aero-towed in stages from San Diego, California, which he had left eight days earlier.

29TH-30TH APRIL.—Jack Barstow, Bowlus's assistant, soared for 15 hours 13 minutes, unofficially beating the world's record of 14 hours 43 minutes set up by Dinort in Germany in 1929.

2ND JULY.—First soaring flight at Elmira, N.Y., by Jack O'Meara, who became the first American Silver C pilot three years later (No. 12 in the international list).

SUMMER.—Wolf Hirth, on a visit from Germany, soared along Riverside Drive, New York.

21ST SEPTEMBER-4TH OCTOBER.—First American National Contest at Elmira; full statistics not available, but many soaring flights were made. On the last day Wolf Hirth made the world's first flight in dry thermals, going 33 miles.

On an undiscoverable date in 1930, Ralph Barnaby was taken up in a Prüfling glider suspended from the rigid airship "Los Angeles"; he cast off and glided to earth.

FORTY YEARS AGO

15TH JULY-17TH SEPT., 1920.—A gliding contest was held on the Wasserkuppe, Germany, at the instigation of Oskar Ursinus, editor of *Flugsport*. This was the first of a series of annual contests on the Wasserkuppe which led to the mastery of slope-soaring in 1922 and of distance and altitude soaring in 1929. Many glides were made, and a few short soaring flights of under a minute, but there was one fatality when E. Loessl tried to soar in a biplane glider and half his tail collapsed.

While this meeting was on, Peschkes soared for over 2 minutes over the Feldberg in the Black Forest in a Wenk tailless glider on 19th August.

SIXTY YEARS AGO

Wilbur Wright set off on 6th September, and Orville Wright on 24th September, from Dayton, Ohio, to Kitty Hawk, North Carolina, where they began the gliding experiments which were to lead, three years later, to the world's first successful aeroplane flights. They stayed there "several weeks".



Reproduced from "Flugsport" of 21st July, 1920, this drawing shows the Kromer S.E.1 glider of 32 ft. 10 in. span. Estimated weight of the wing was 37.7 lb.

Kronfeld Club Art Exhibition

MUCH thought and planning had gone into the organisation of this show.

Yvonne Bonham and Margaret Kahn who were responsible for the hanging must have had quite a few headaches to place nearly seventy exhibits from twenty-one artists to the best advantage, a task in which they succeeded very well.

The standard of both oil and water colour paintings, as well as of the numerous pen and ink and pencil drawings, was very high indeed, and the judges, Roy Nockolds, secretary of the Society of Aviation Artists, and David Shepherd, a committee member of this Society, must have had a difficult task in selecting the winners.

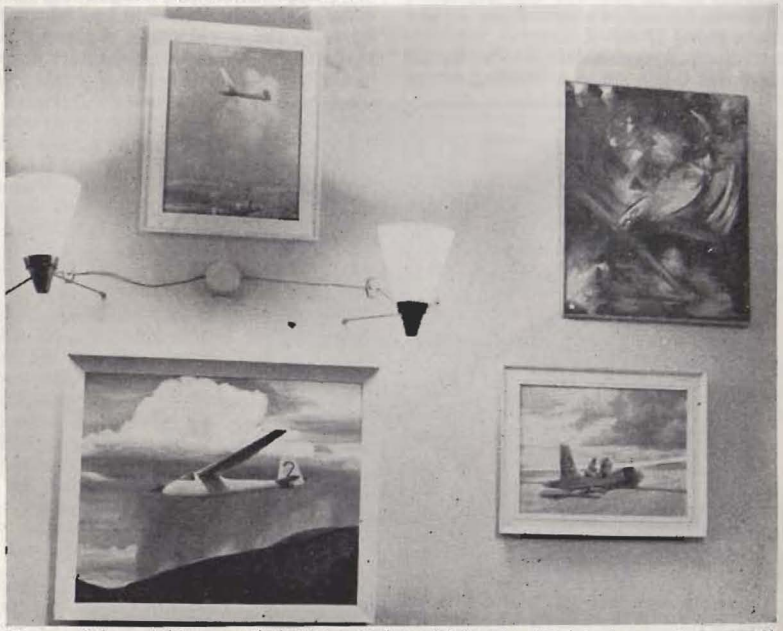
First Prize in the Powered Aircraft Class for oils was awarded to Harry Cooper for his painting of three Glo'ster Gladiators; while for a water colour in the same class the First Prize went to Yvonne Middleton for her picture of a Hunting-Clan air liner in which she normally flies as an air stewardess, this was much admired.

In the Glider Class Ann Welch won the premier award for a "little gem" in oils.

In the opinion of the judges there were not sufficient water-colours to merit a separate section, but a pencil drawing of the Club-house at Lasham by Bobby Skor won First Prize in the "any medium" section. Charles Hall's oil painting of a Hunter won him a special prize for a "first entry", and the judges also highly commended V. H. Veevers for his oil painting "Small Club Site" and John Blake for his series of pen and ink drawings of "Historic Types".

Much could be said in description of the many striking exhibits which, although not gaining prizes, were definitely in the top class, but space does not permit this. It is sufficient to say that those who were unable to visit this remarkable display have missed the opportunity of enjoying a colourful and talented exhibition of aviation art.

R.H.



Some of the exhibits—top left: "Bungie launch" by Ann Welch; bottom left: "Hill Soaring" by Flt.-Lieut. David Brooke; top right: "Cross-Country" by Margaret Kahn; bottom right: "Odiham 1960" by Ann Welch. (Barratts Photo Press)

DEUX AIGLES!

"They shall mount up with wings as eagles"—*Isaiah XL.31*

by John Inglesby

COULD it be that this ancient prophesy to be found in the Book of the prophet Isaiah is being fulfilled in our day as we try our hand at the art of soaring? It is an intriguing thought, or perhaps it has a spiritual interpretation.

The eagles that aroused these thoughts were real ones. It is not everybody that has shared a thermal with a couple of eagles, and so perhaps it is worth while putting on record.

All the single-seaters were out, and I was lamenting my misfortune, when along came M. Ringlé and seeing my plight said, "We fly together." He had taken me ten years before at another Centre, when I was more or less a beginner, and now he was taking me again, but to him, I suppose, I shall always be a beginner! Soon we were airborne in a Breguet 904, a splendid thing with flaps and retractable undercarriage.

At the end of the valley, 25 kilometres up from St. Auban, there stands Auribeau, a mighty bastion, impregnable, its rock face just the place for an eagle's eyrie, the back of it snow-capped and desolate.

I was flying at the time, trying hard to impress Monsieur le Moniteur sitting behind me, in the hope of being allowed to fly one of their Breguet 901's, or at least an Air Cent. We were circling near cloud-base, 2,100 metres above sea level. The clouds above were ragged cu., matching the ruggedness of the country below. Circling round, I chanced to catch sight of a lolloping great bird, and wondered what it was; it was some way away, and somewhat below us; it seemed to be in pursuit of a smaller bird with faster-beating wings, and coming our way. I saw them no more, being preoccupied with flying. Then quite suddenly, "Deux aigles!" he exclaimed, and there, down below us, they were, circling on poised wings—two beauties! Banked over to port, we had a perfect view of them following each other round. "They are playing," he said. Circling in the same sense as ourselves, they seemed to be right in the core of our thermal, and gaining altitude visibly. Their circles were smaller than ours, but flatter, as they drifted round with their tails splayed out like fans. We began to go down slowly to get a closer look at them, but they left off circling and flew away.

Heights are difficult to judge. We were at about 2,100 metres. Auribeau rises to 1,914 metres, and the birds appeared to be well above its summit. My guess is that we got within 70 metres of them.

As for the species, most likely it was the Golden Eagle, as he alone inhabits these regions.

The Welch Task Selector for Gliding Competitions

by Ann Welch

INTRODUCTION

ON returning from Butzweiler, I became more than ever convinced that such knowledge as exists on task-setting would have to be digested, concentrated, and produced in a form which it was practical to use while actually setting tasks. Time is short at such moments, and it is often difficult to think of all the points, let alone give adequate time to their consideration. In SAILPLANE AND GLIDING for February, 1959 (p. 11), I discussed the problem at some length, and gave details of a simple computor, with which the time of the proposed task could be quickly found, and which, therefore, reduced the large number of possibilities to a few practical propositions.

The Selector below is intended, in due course, to be printed on a folding card (pocket size) and used either with a computor, or with an ordinary aviation map. It is hoped that it will be just as useful to the cross-country pilot trying to decide what to do with his flight, as to the competition task-setter. It is written in as concentrated a form as possible, to be used as a working reminder, rather than an article for consideration.

TASK SELECTOR

TASKS	Strong Winds		Light Winds		Cu-nimb. Development	Extensive spread-out of Cumulus
	Weak thermals	Good thermals	Weak thermals	Good thermals		
Closed circuit Triangle and O. & R.	NO	Short only	NO	YES	NO	NO
Straight Race	NO	YES	Possible	NO Wasteful	NO	NO
Distance along a Line	YES	YES	YES	NO Wasteful	YES	YES
Free Distance	YES	YES	YES	NO Wasteful	YES	YES

Tasks determine the form of the competitions. The job of the Task Setter is to determine the task most satisfying to the competitors.

Unlike other sports (motor rallies, sailing), the task cannot be decided in advance. Neither the route nor the type of task can be selected until detailed weather information exists on the day in question.

If the wrong task is chosen, soaring weather may be wasted, and pilots frustrated or even hazarded. In championships poor task-setting can produce the wrong winner.

The Task Setter has several forms of contest to choose from, based on SPEED or DISTANCE. He must decide which of these will be most suitable for the day, and then consider the route or direction, and size of the task.

To do the job, he needs, in addition to accurate meteorology, suitable maps, if possible, a simple computor, a scale, the Rules, F.A.I. *Code Sportif*, and goal and turning-point information.

SECTION 1. THE TASKS

Race over a Triangular Course

This is the most demanding on weather, requiring strong thermals uniformly distributed without strong winds. When selecting circuit direction, have windward legs during time of strongest thermals. If a turning-point risks being within the sea breeze influence, go there early. When thermal distribution is irregular, due to great depth of convective layer giving widely-spaced thermals and big Cu, or if there is a risk of extensive Cu spread-out, avoid Triangles, particularly small ones. If conditions are marginal for Triangles, inexperienced pilots may fail on windward legs as their through-the-air speed may be 10 knots slower than that of a good soaring pilot.

Out-and-Return Race

Less critical than Triangles on weather, but the same considerations apply. O. & R's. may still be suitable when the wind is on the high side for Triangles, or when weather improves with distance from base but a return is still desired. Collision risk is greater than with Triangles. Cross-wind O. & R's. are the best value.

Straight Race to Goal

This needs strong thermals, but wind strength, within reason, is not limited. Avoid downwind courses, as these unnecessarily increase retrieve distances. Vary cross-wind component to give desired length of flight in hours. Set a long Race, but not deep into sea-breeze effects, if a Distance flight would allow a high proportion of competitors to reach the coast.

Distance on a Line

A useful task when thermal strength or distribution is not really suitable for Races. Line direction, which may be broken, should avoid control zones or other unsuitable areas. It should compromise between available soaring time and distance from base. Never set downwind unless absolutely unavoidable. It should not be practical to reach the coast. If unavoidable, make the line bend or return.

Free Distance

If in despair at the poverty of the weather, either set nothing at all or Free Distance, so that maximum freedom of opportunity is given to the pilots. Do not set it when large prohibited areas are immediately downwind.

If the weather is superb over a wide area with coasts and frontiers beyond effective range, set Free Distance but do not expect to fly next day.

In training competitions, Pilot Selection of Goal with a bonus for reaching it is a useful variant of this task.

SECTION 2. SETTING THE TASK

1. Decide at what point in the ranges of pilot skill and glider performance the tasks will be aimed.

2. With the available weather information use Table I to eliminate impractical tasks.

3. If a speed task is possible, decide the intended length of time in hours. Less than 2 hours increases the luck element; and unless the weather is exceptional, more than 4½ hours increases the risk of failure from this cause. If possible, the effective total distance for championships flights should not be less than 100 kms.

4. The course should be such that the average competitor has a reasonable chance of completing it. If, at the end of a task of 2½-3 hours, fewer than 50% reach the goal and the weather is as forecast, the task has been too difficult.

5. Thermal distribution and size of course are related. No course leg, on the forecast, should be expected to contain less than three separate lift areas.

6. Use the chart (Fig. 1) to determine length of circuit for Triangles and Out-and-Returns on forecast wind and average thermal strengths. For example:—

(i) Decide thermal strength, say, 350 f.p.m. Enter at A.

(ii) Decide wind speed, say, 15 knots. Go vertically up from A to hit 15 knot wind line. Point B.

(iii) Read average ground speed over closed circuit by going left from B to C. Answer in this case 22 knots.

(iv) Multiply by intended time of task in hours to determine total length of circuit. Say 3 hours. $\therefore 22 \times 3 = 66$ nautical miles.

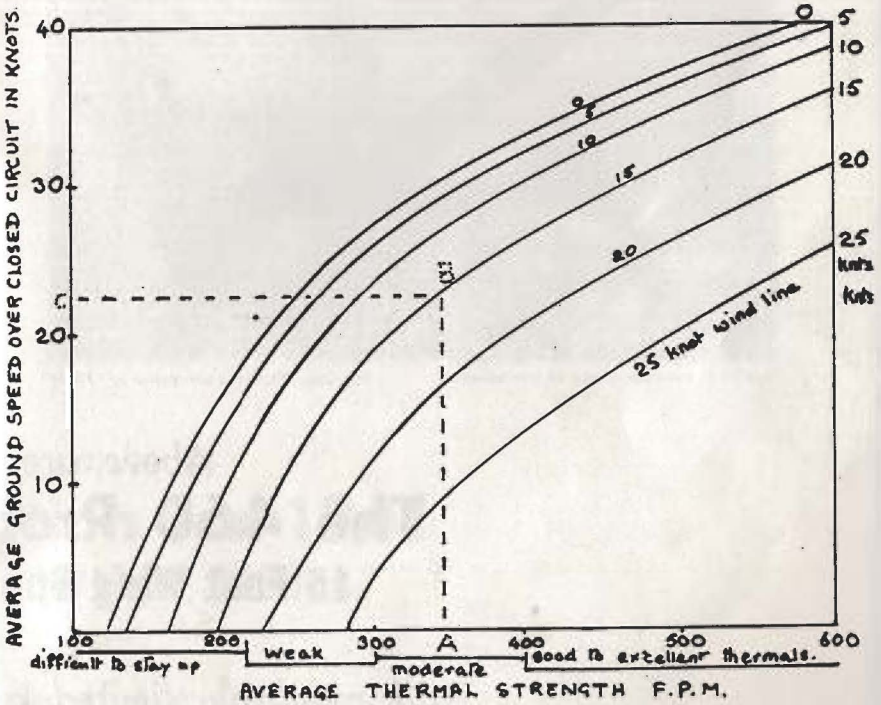
7. Plot the course on the map, using considerations for races. Try to find turning-points suitable to the Task. Pre-arranged or record courses should be used only if they fit meteorologically. Never set any course towards deteriorating weather.

8. If the weather is soarable but not good enough for a race, select either Distance along a Line or Free Distance, using DISTANCE considerations. The poorer the weather the freer should the pilots be left to make what they can of it.

General

9. Task-setting in good weather is easy, and in poor weather very difficult. Avoid setting a task which is not justified by the weather, even after several non-flying days. Avoid setting too big a task in weakening weather after good days. Avoid setting too big a task "because yesterday's was too small". In marginal weather, postpone selection until the last moment, so that the latest weather can be considered. Rigidly exclude confusions such as spectators, bank holidays, even prizegiving. Remember that pilot and crew fatigue can be dangerous. Prohibit interruptions while task-setting, so there is time to think.

A. WELCH.



1. The above chart assumes uniform thermal distribution.
2. This table is worked out on Out-and-Return into-wind without streets. These would increase average speed. Cross wind Out-and-Return and Triangles will increase average speeds. This increment is roughly 1/5 wind speed for Out-and-Return, and 1/10 wind speed for Triangles.
3. The chart is based on a hypothetical high-performance production glider.

Correction.—In the article "The Certification of Foreign Gliders", published in our last issue on page 308, first column, the letters "B.G.A.R.", which occur twice, should read "B.C.A.R." They stand for "British Civil Airworthiness Requirements."

Elliotts of N



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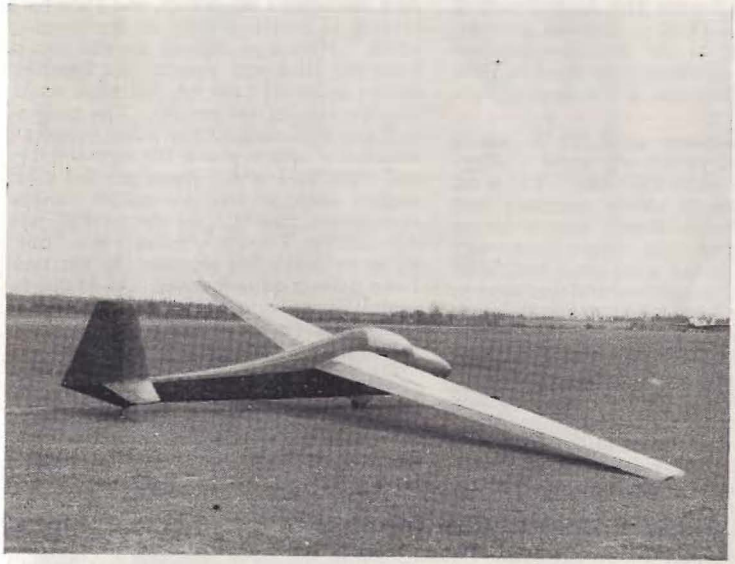
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Dice with a Cumulonimbus

by Brian Carroll

THE forecast for the 27th August seemed right for a Gold C distance attempt, and I decided to try an out-and-return across a light south-easterly wind to Diss, Suffolk from Bicester, if the club Skylark III was free.

I was aero-towed to 2,700 ft. about 11.00 hrs. and pulled off under a raggy cloud over Bicester Garrison. The wind was a suspiciously strong southerly and very large cumulus clouds were covering the sky, so my task didn't look very promising. I found some weak but fairly steady lift over the airfield and was soon in cloud at about 3,000 ft. After a few minutes the lift improved and it was not particularly turbulent; the artificial horizon was chugging sweetly, so I decided to try to reach 10,000 ft. From this height, my new magic wheel told me, I should easily be able to cross the airways to the north and east of Bicester provided I could remain V.M.C. On leaving the cloud at 10,000 ft., I fixed my position at Brackley; this gave a wind speed of about 20 knots for the climb. Towering cumulus all around made it obvious that I would not be able to remain V.M.C. across the airways, and I was pretty sure that I would not be able to cross below the airway base. I therefore decided to try for a Diamond height, and selected a likely-looking cloud near Bicester.

This proved fairly rewarding, but so turbulent that I felt quite sick after 20 minutes or so and left the cloud for a while. Re-entering the cloud I reached 11,000 ft., when again I felt sick and left the cloud. I may have begun to be a little anoxic too. Turbulence, hail and icing were quite severe. I fixed my position near Banbury after some rather frantic map-reading and peering through the direct vision panel, and set off in a south-easterly direction to look for another suitable cloud.

After 10 minutes or so I was at 7,000 ft. and entered a darkish wall of stratiform cloud. This, I decided afterwards, must have been a shelf of cloud projecting from the large thunderstorm which I had entered. I was soon in strong lift, climbing at about 750 ft. per minute. This was a very different cloud from the previous two: it was very dark, turbulence was severe, and I was hard pressed to maintain even an approximate circle. I received several electric shocks from the stick and pedals. As lightning flashes occurred near by, the blast waves (thunder) shook the aircraft. The noise of hail was deafening. After a few minutes I received a severe shock through my legs and right arm which dazed me for what seemed ages, so that I couldn't see the instruments clearly. As the aircraft was still circling, I doubt whether I was "out" for more than a few seconds. By this time I was getting quite worried. At 13,000 ft. several things happened in close succession:

The total-energy head iced up;

The trimmer froze up;

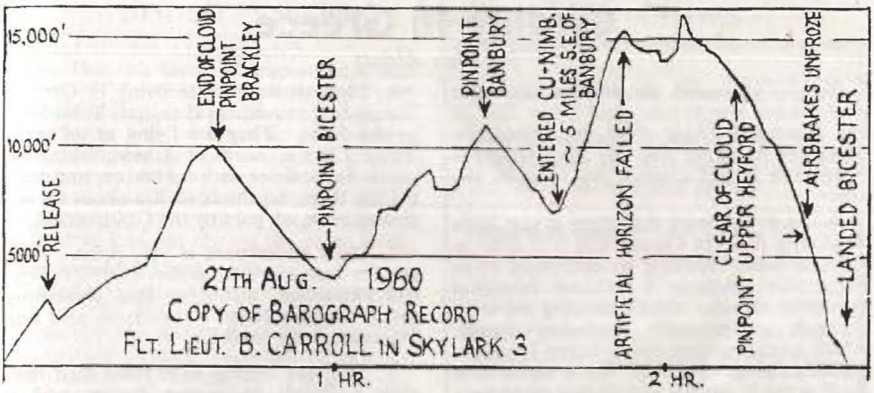
On scratching a hole in the ice I discovered that the wings were badly iced up and, by trial, that the airbrakes were frozen in. (Icing did not *look* as severe as I had experienced earlier this month in a cu-nim, but the effects were worse.)

I began to be worried by the strong *push* on the stick I was having to maintain to keep the speed up to 45-55 kts. (This was how I discovered the trimmer was frozen.)

The artificial horizon toppled without warning.

I hastily switched on the turn indicator (a Mk. 2A, which has a very comforting "OFF" flag), and tried to keep straight on primaries. I was very lucky not to lose control at this point. Without airbrakes, and considering the turbulence, I dare not risk losing control by circling on the turn indicator. I was still having to push to keep the speed up, and this made me begin to doubt the accuracy of the A.S.I. (The noise of the hail prevented any aural estimation of the airspeed.) I was beginning to over-control and had to force myself to relax: I had to retain control or bail out. I decided to steer a south-easterly heading and during this stage hit some extremely strong lift and sink. One core lifted me nearly 2,000 ft. in a few seconds (this is shown clearly on the very open time-scale of the Peravia barograph which I carried). Equally severe sink a little later caused my camera to crash against the canopy.

I was badly frightened by this time, and again began to over-control. I thought I



was hyperventilating, and again tried to relax; the real cause was undoubtedly anoxia—at some stage the "balloon" economiser of the oxygen set had come off the mask, so I was receiving no oxygen. I fixed this on again, and shortly afterwards burst out thankfully into the sunshine.

Altogether it had taken me some 20 minutes of straightish flight to get out of the cloud. I was able to fix my position near Upper Heyford through a hole in the cloud below me. The trimmer was still frozen, and when I released the stick the aircraft stalled violently. This was probably due to ice on the tail surfaces moving the c. of g. back, causing a nose-up trim change and a reduction of longitudinal stability; later on, as the ice broke away, the trim returned to normal. I had to lose 13,000 ft. without airbrakes and foolishly did so by doing 3*g* turns at about 80 kts. The brakes unfroze at about 6,000 ft. and I returned through the hole in the cloud to Bicester.

This flight could well have ended very differently and at least it is possible to learn some useful lessons.

1. In the severe turbulence experienced in the last cloud it would have been wise to have both the turn indicator and artificial horizon switched on, despite a reduction in the total instrument time possible.

2. It would probably have been better to exercise the airbrakes and trimmer frequently, though it is a moot point whether it is better to leave them in all the time.

3. The best way out of the cloud would probably have been on a north-westerly heading. One does not know the extent of the cloud and I estimate this one was some 15 miles wide.

4. Frequent checks of oxygen equipment should have been made.

5. It was very unwise to do the high *g* manoeuvres after leaving the cloud when the aircraft was still iced up, had been struck by lightning and had been flown in very turbulent conditions.

6. Loose articles, e.g. camera, are very unwelcome in the cockpit when it is turbulent.

7. The horizon failed because a loose electric plug was shaken out, not because the battery ran down! The voltmeter was connected at the battery and so did not show this; the external noise drowned the usual noise of the pump.

8. Tail icing can cause considerable changes of trim and longitudinal stability which may considerably alter the normal control feel.

9. The Cook compass was invaluable, and was a useful instrument with which to cross-check the turn indicator in the latter stages of the flight.

10. The aircraft was found to be extensively punctured (mainly in the fabric covered parts) by lightning and the leading edges indented by hail. It is possible that the structure had been affected.

I certainly have a much more healthy respect for thunderstorms now. Next time I shall try to avoid the errors I made on this flight—I hope they prove interesting to others too!

Gliding in Greece

by Alex Aldott

Hearing from Mr. Aldott that his latest professional engagement had taken him to the Mocambo Night Club in Athens, we suggested he might find out what gliding is being done in that country, and received this reply.

I WAS sorry to learn that there is very little gliding done in Greece and it is only in summer-time. Coming by aeroplane from Italy, near Athens I noticed beautiful lenticular clouds. On descending we went through exceptionally turbulent layers, which confirmed my secret hopes for high-altitude flying. I did not waste much time finding out if there is any gliding movement in or around Athens; nobody seemed to know about it at the aerodrome. Soon I went up to the Aero Club to make enquiries and this is what they told me:—

1. There is no private flying in Greece. The gliding movement is entirely subsidised by the State. They are flying at an aerodrome 120 km. north of Athens, taking up pupils for courses with a Dakota, and they live up there; so the costs are about £8 per gliding hour, all paid by the Government.

2. Their glider park is very poor. They use for training a Yugoslav-built Zőgling-like two-seater, and after that something like a Grunau Baby. They have also one Yugoslav-built Weihe.

3. They are hoping to expand their fleet with a Polish two-seater Bocian and a Hungarian (two-seater) Ifjusag. But things are going very slowly, as there is little interest in gliding, and one fatality last year did not help them to go ahead.

Discrimination.—" 'What did you like best?' I asked the boys. The oldest one considered the question gravely, then replied: 'Of the *air show*—the glider plane,' he said. Interesting, wasn't it? What do you conclude from that, I wonder—the show stolen from the fearful power of the turbo-jets by the gentle, graceful looping in the wind?"—*Betty Wiltshire in* The Lady.

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British Gliding Association News

National Gliding Championships

The 1961 National Championships will be held at Lasham from Saturday 13th May to Monday, 22nd May. Rules and entry forms will be sent out to members early in February. If you do not receive them please write to this office not later than the end of February as entries will be limited to 100. The Glider Trade Fair will be held at Lasham during the same week.

Championships Handicapping

LEAGUE 1.—The following recommendation of the B.G.A. Handicapping Sub-Committee was accepted by the Council of the British Gliding Association at their meeting on 9th November, 1960:—

"It is recommended that for the 1961 National Championship League 1 be unhandicapped and marked on a common system for all the participating aircraft therein. Although the marking system will be common, it is recommended that separate lists be kept showing the positions of the Open and Standard Class entrants in their separate classes, and that the winner in each class be announced as 'British Open Class Champion' and 'British Standard Class Champion' respectively.

"Standard Class, in the above recommendation, is to conform with the OSTIV Standard Class rules (e.g. two-seaters, whether flown one or two up, will have to fly in the Open Class). Aircraft wishing to fly in the League 1 Standard Class will be scrutinised to ensure they conform with the rules."

SAILPLANE and GLIDING

Notice of Price Increase

Readers will no doubt have noticed that for many past issues the number of editorial pages has been increased from 56 to at least 64. This has, of course, meant an increase in production costs, and the Magazine Committee has therefore regretfully been forced to the decision to raise the price of SAILPLANE & GLIDING by 6d. per copy. This means that a year's subscription, post free, will now cost you 20s. instead of 17s.; this will take effect with the February 1961 issue.

We shall continue to make the magazine as interesting as possible and have no doubt you will agree with the opinion that many readers have expressed that it is very good value for the money.

What's new in the B.G.A.?

TIES can be bought in three colours, red, bottle green or navy, same design as before 12/6d. each plus postage.

Plotting tape

Avoid spoiling your maps with pencil lines! Simply stick this transparent tape, which is marked in inches, along the line of your course. Made specially for glider pilots—12/6d. a roll of 72 yards.

Gold 'C' Badges

Much improved and smaller (¾" diameter) badges will in future be issued with your certificate. The price of Gold 'C' registration will therefore be 30/- including the new badge.

Anyone wanting a new type badge may buy a duplicate for 15/- each. State if you want screw-pin or stud.

Annual Ball and A.G.M.

The B.G.A. Annual Ball will be held on Friday evening, 9th March, and the Annual General Meeting on Saturday morning, 10th March, 1961.

Instructors' Courses

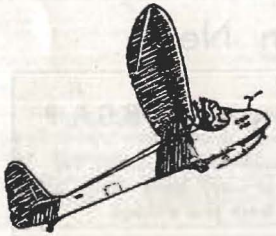
The Lasham Gliding Centre have arranged to hold Instructors' Courses at Lasham on the following dates: 9th-15th and 16th-22nd April; 3rd-9th and 10th-16th September. The charge is £16 16s. per week.

New Gliding Club

A new Club in Leicestershire has been accepted for Associate Membership. They fly from Rearsby Aerodrome. Unfortunately they are called the "East Midlands Gliding Club", which leads to confusion with the R.A.F.G.S.A. Club of the same name, who fly a few miles south of Lincoln.

Flight Test Claim Forms

New forms are being prepared for claiming Silver and Gold C tests. These will be sent to clubs as soon as they are ready.



ITS - ALL - YOURS

For and About Instructors

ON DOING WHAT YOU ARE NOT USED TO,

Or: How to Break Gliders Quite Easily

EVERY so often a glider gets broken at an air display. Sometimes the damage is only slight, and sometimes the damage is due entirely to the pilot's morale, as, for example, when he undershoots in front of a crowd of people. It is obviously undesirable that glider exhibitions should not "come off", but even less so when the pilot is an instructor, which is sometimes the case.

What happens to cause a man whose normal safe flying standard is extremely high, to make a stupid mistake when flying in front of a crowd? The answer is simple. It is not that he is a bad pilot, or that the type of aircraft is strange to him, but that he is using it in a way he is either unfamiliar with, or is grossly out of practice in doing.

Visualize the scene at the club committee meeting:—

Chairman: "The Smarttown Aero Club want us to give an exhibition of glider aerobatics on Saturday week. Do we want to accept, and who shall do it?"

Old Member: "Oh, yes. Always a good thing to get people interested in our sport, and as for the pilot, the C.F.I., *of course*."

C.F.I. (doubtfully): "Well, what with all these courses, I've done no solo aerobatics for years. There's no time to practise properly, and the tug is u/s this week. I'd rather not."

Old Member: "Fiddlesticks! You never forget these things. You're the obvious man. Of course you must."

C.F.I. (feeling his own and club's reputation somewhat at stake): "Oh, all right then."

Thus is the victim thrown to the lions.

The day comes, and the pilot, after only a hurried practice at the end of the previous day's two-seatering, climbs into the glider The wind is stronger and gustier than he would prefer, because he does know his limitations in these things. The airfield is naturally different from his visit last winter with masts, posts and little aeroplanes all over it. However, he now has no choice, and he is towed off.

The aerobatics are well flown, but on finishing his planned programme there is a little more height left than he expected. He cannot just vaguely fly around, so he throws in a couple of chandelles, which get him back facing the right way, and then turns for the beat-up. He is the first to realise that he is now on the low side, but thinking time is very short, and as he is now half-way through the beat-up, he decides that all will be well if he pulls up slightly earlier than he intended, turns and lands. It will make the spot-landing more difficult, but being a cautious chap he is prepared to throw that away in the interests of safety.

It is inevitable, of course, that the turbulent downcurrent is lying in wait for him at precisely the point at which he has no margin to meet it. He hurries round the turn, massing his speed so as not to stall, and pulls out. There are naturally obstructions quite close, because he is scheduled to land in front of the crowd, and close to the focal point of the display. The post he hits with his wing-tip produces the sort of crack which draws everyone's attention, and the glider comes to a spectacular ground-looping halt in a cloud of dust.

The wagging heads say it was most unlike the instructor to make a muck of it, but their owners will never realise that just because a pilot can fly, probably extremely well, in one way, he is not necessarily equally good in other ways without proper training or practice. And this is particularly true if he has been doing a great deal of one

sort of flying, such as instructing. The pilot in this story is not an incompetent instructor; he is not even a bad or careless pilot. He is just doing something which he is not used to, in conditions which are just too exacting for him at the time.

There is a stage much earlier in a pilot's life where gliders get broken for the same reason. It happens when pupils are allowed to soar before their flying is good enough to allow them to cope with both satisfactorily. It is not often the case that the instructor encourages solo soaring too early, although this does sometimes happen, but that the instructor is not forceful enough or clear enough in his permission or prohibition of soaring attempts at this stage—and much more often it should be prohibition.

The usual manifestation of this error takes place when the early solo pilot finds lift and has height enough to throw a couple of circles and is delighted to find that it works and that exciting height has been gained. This red light must not be missed by the instructor, because all too soon an evil thermal lies in wait at the downwind end of the field. Little Innocent flies into this, and without a thought in the world throws a circle, perhaps two, because the results of the first were not quite as anticipated. The second is not either, and the awful truth dawns—that the field "LOOKED RATHER FAR AWAY".

Hurriedly, and with beating heart, Little Innocent points towards it. The alternatives are well known. Either the glider, still floating hopefully towards the field, cartwheels over the third, second or first hedge short of it, or with nose high and heart in boots, stalls, or stalls and spins on the approach, to the sober gaze of the other pupils.

Let it not be thought for one moment that soaring should not be introduced early on. It should, and it must be if we are to teach competent soaring pilots. If thermals present themselves while the pupil is dual, the instructor would be wrong if he never either used them himself, or demonstrated them to the pupil. It is important to keep a soaring outlook in the pupil's mind; but this does not mean that there need be no control over when the pupil can or cannot soar. In the pupil's early solo flying he should be told on every flight whether or not he is permitted to try to soar, and very clearly the limitations in minimum height, distance from field, length of time, etc., which he must obey.

It is asking for disaster to allow the pupil to do something he is not used to doing, like flying, and then, on top, allow him to experiment with something else, soaring, which he almost entirely doesn't even understand. Several hundreds of pounds' worth of glider are consumed each year from this cause alone.

ANN WELCH.

A Skylark in the Rockies

by Gale Abels

After helping Philip Wills to take part in the United States National Championships, Gale Abels bought his Skylark 3F and with it entered and won the Rocky Mountains Soaring Championship. The following extracts are from a letter by him to Philip and Kitty Wills. The interpolations signed "M" are by Mrs. Marilyn Abels.

ON Saturday and Sunday (before the contest) I logged 4 and 3 hours of local flying and concluded that the problem in soaring was no longer (for me) a matter of staying aloft until one's seat became paralysed, but rather that the Skylark had opened up new horizons. That was a week ago, and this last three-day week-end was the contest.

I went to it fully prepared for embarrassment and disgrace to the Skylark but thinking one has to acquire experience some way.

The first day was maddening. Some of my promised crew backed out and then I drew last starting time. Tows were 20 minutes apart! A few L-K's, 1-26, TG-3 and the other Skylark were entered, and off on the task of a 200-mile triangle when I got into the air. My first real glider cross-country was then to unfold. I left the airport with one good thermal under my belt right on course, streaking away from the field (attempting to look like a pro to the spectators), and immediately began to get nervous over whether I might ever find

another thermal. There were no cumulus except way west over the mountains in the opposite direction of the task. Of course I found more lift and proceeded according to your speed chart. But it was slow going and I kept worrying about all the others, some of whom had about two hours' head start on me.

One glance at my watch as I approached the first turn-point told me I was much too late to expect to get very far that day; and then I had my first struggle. The turn-point was a town called Ft. Morgan and had a very large green belt of irrigated land fed by a river which crossed my course to the airport (turn-point). It took half-an-hour to get across to make the photograph before turning, but I was then too low to cross the green belt again, so searched for more lift and was almost beside myself when I discovered the other Skylark a half-mile east and below me. I must have cheered, for he had half-an-hour's start on me. We eventually circled in the same poor lift without much success, and then I found he had disappeared, so I took on a plan to fly north opposite of course toward a flimsy cumulus—the first one I had seen. I got up to about 7,000 feet above ground there and then braved the green belt crossing once more. But alas, it was now 4.30 and I could feel the L-K's reaching home; and here I was with 140 miles to go.

I determined to stay as high as possible and use the max. L/D I could get. The sun began to cast incredibly beautiful shadows from the mountains like huge brush strokes reaching probably 50 or 60 miles out on to the flat plains to the east. The days are quite short now, and with those large shadowed areas on the ground I knew the last thermals were near. The lift never was very good after Ft. Morgan, and I was working 50 ft./min. lift just to maintain altitude for that last long glide in cool stable air. Due to the infrequency of lift, I was forced to make extended glides at 38 knots, and I was surprised to find I was almost two-thirds of the way to the next turn-point and with rather respectable altitude. My last glide then began.

I shall never forget my utter amazement at the Skylark's performance in this cool air. It didn't seem to sink at all, and I was able to round the turn point and get 15 miles toward home before landing at 6.40 in rather poor light. My reasonable contentment turned to sheer joy when I called in for my crew and learned that no one had reached home and I had in fact won the day with the longest flight! The farmer's supper of scorched hamburgers never tasted better, and I returned to the pasture to sit in my Skylark and gaze up at a full moon and recall what Philip had said: Gliding is fun!

My crew was late, having been stopped by the police who thought the trailer was too long. After checking driver's license, car registration (a Texas plate on the trailer, pulled by a Colorado car driven by a German with a Canadian license—M.), and then, interrupting their pursuit to arrest another motorist, they returned and measured the car and trailer which was O.K. And finally the day was not complete. I was to have spent our 13th wedding anniversary with Marilyn and friends because I had *assured* her that the first contest day would be a short task and that I would be home in time (he joined us at 11.30 p.m.—M.).

The next day I approached the airport with confidence and determination and some thoughts that I might possibly be able to win. I got a good starting time and streaked out on the course of a goal-and-return that measured 132 air miles. There was a 15-knot head wind and no cumulus, but thermals were stronger this day, and although the going out was slow, the return was really fun and I made it in three hours for a 44-m.p.h. average and won the day.

It would have been a great day except that I made a bad landing. Shortly after I touched down the tail began to come around in a ground loop, and I turned 180 degrees. Neither the wings nor tail had caught the ground, so the only damage was that the fabric fairing on the skid had pulled loose in a few places. We examined

For Sale

FAUVETTE . . .

In view of my recent retirement from the Navy, I have decided that I must sell my Fauvette. The aircraft is in full competition trim and is offered as a going concern complete with trailer. Equipment includes artificial horizon, oxygen and Cook compass.

£1175 (for quick sale)

This aircraft holds the British Distance Record of 384 miles.

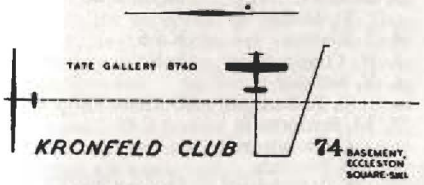
Cdr. Tony Goodhart,
LIBERTY IV, face au 32, Av. de New York, Paris 16e

every fitting in detail and then put the Skylark to bed. But then the maddening thoughts of what might have happened started running through my mind and I was sick. Whether I had become over-confident with the Skylark's ease in flying and control I don't know, but I had never ground-looped an aircraft before, and this at least served to warn me there is a lot of aircraft there to worry about. A good night's sleep seemed the only cure for my misery.

The next contest day was an out-and-return of 200 miles—to Peublo and back. A successful trip would give me Gold C distance and Diamond Goal.

Now realising that I must not make this letter, which is already too long, more fatiguing, I shall conclude by saying that I completed the task in about 6½ hours. None of the others made it, so I took the trophy too.

A good feeling, I must say, with Silver C Duration on the first day, Gold Distance and Diamond Goal on the last day, and one electromotive cell in my brain containing the memory of the ground loop to caution me in the future.



THE Club held a most successful Dinner and Dance on the 7th October—the Guests of Honour were the President of the Royal Air Force Gliding and Soaring Association Air Chief Marshal Sir Theodore McEvoy, K.C.B., C.B.E., A.D.C., and Lady McEvoy and Mr. and Mrs. F. N. Slingsby.

We would also like to make special mention of one Wednesday Lecture:—On 14th December Ann Welch is giving a novel Lecture entitled "I Declare Perranporth, You Navigate". For this members are asked to bring with them their maps for a winter cross-country. This should be both amusing and instructive.

The following week, 21st December, we are holding a Christmas Party to which we hope all members will turn up.

Starting on Thursday, the 12th January, will be the second half of our Instructional Lectures by C. E. Wallington, which are run on alternate Thursdays. This second series is on meteorology and navigation. The charge for the course is 10s. or 2/6 for a single lecture. Any further information may be obtained from the Secretary of the Club or from Harold Tarnow of 55 South Parade, Bedford Park, W.4.

The Club is holding a photographic exhibition and competition from 1st March to 10th March. Entries should be not less than full plate size and not more than three per entrant. Further details will appear later, but it is also hoped to hold a section for colour transparencies. The subject of the photographs should be to do with either gliding or light aircraft flying.

Prospective new members and visitors always welcome—Annual sub. £1.

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

Nov.	30th	FERRYING AN AUSTER FROM U.K. TO MALAYA by Major Whitehead.
Dec.	7th	AIR TRANSPORT IN BRAZIL by W. N. Tonkyn, with slides.
	14th	I DECLARE PERRANPORTH—YOU NAVIGATE by Ann Welch. See notes for details.
	21st	CLUB CHRISTMAS PARTY
	28th	CLUB CLOSED
Jan.	4th	GLIDING EAST OF SUEZ by Lt.-Cdr. John Stanley, R.N., with slides.
	11th	CRUISING ON THE CHESHIRE AND LLANGOLLEN CANALS by John Furlong, with slides.
	18th	BROWSING THROUGH MY LOG BOOK by Bernard Collins.
	25th	Repeat by request of official Polish World Championships Film.

— V. G. —

For all types of aircraft repairs and spares, estimates

83 WICKSTEAD AVENUE, LUTON, BEDS

Canadian National Contest

WILLI Deleurant, wearing the silks of the Aero Club Harmonie of Toronto, won this year's National Contest Championship in his club's Schleicher Ka-8 with a total of 5,909 points over the eight contest days. Runner-up was the team of Yeates and Ames, flying their brand-new 1-23H15, which won the maximum of 1,000 points four times.

With 30 pilots and 20 sailplanes, this was the biggest Canadian Nationals yet. Of the four American sailplanes entered, the leading scorer was John Bierens' Ka-6b.

Dave Webb and Ben Price of Montreal, who, with Ron Halliday, imported a new Skylark 2 last spring, entered both their own ship and Canadair Soaring Club's 1-23D and flew the two gliders turn and turn about.

Tuesday, 19th July.—The Nationals opened with a 53-mile race to Welland. Fourteen of the 16 starters finished, Yeates winning with an average of 52 m.p.h.

Wednesday, 20th July.—A Gold C day, so the task was distance along a dog-leg through Perry-Warsaw Airport and Elmira, N.Y. Two reached Elmira, 190 miles along the course—Webb in the Skylark and that Yeates man again gaining 1,000 points each.

Thursday, 21st July.—Back to the fray, after some long retrieves. To-day a 100-km. triangle around Hespeler and New Hamburg. Bernie Palfreeman in his and Terry Beasley's new Fauvette won, landing at Doon; but on his heels was John Bierens, who took the lead from Chuck Yeates.

Saturday, 23rd July.—Twelve of 19 finished the race to Fingal over a 58-mile cross-wind course. Bierens the winner in his Ka-6b.

Sunday, 24th July.—This was the day that told the tale. A 200-km. triangle around St. Mary's and Alma seemed too much; but Willi Deleurant patiently worked his way around on marginal lift and was the only one to finish. Gordie Hicks also did remarkably well in his 1-26, coming within a few miles of the goal, and scoring 886 points. Deleurant took the lead with 3,657 to Bierens' 3,457 and led for the rest of the meet.

Monday, 25th July.—Race to Listowel and return, 104 miles. Webb won, landing at Plattsville on the return leg; but Willi, landing close behind, gained a comfortable margin with 4,605 points to Bierens' 3,802 and the Price-Webb Skylark's 3,770.

Wednesday, 27th July.—Free distance, with three flights into New York State. Jack Ames, the Old Pro, led the field, flying 112 miles to Alexander, N.Y., taking over second place for the Yeates-Ames entry. Deleurant reached Lowbanks, 50 miles out, but retained a cushion of almost 500 points.

Thursday, 28th July.—Race to Arthur and return—88 miles. Ames won again, coming back four miles from Arthur. Deleurant characteristically followed the weather, trying to get around a storm in the hopes of getting home eventually. He had to land near Stratford, far off course, but still scored 918 points to be second for the day and the contest champion.

D. KING.

Final Results

	Pilot	*Sailplane*	*Points*
1.	W. Deleurant	Ka-8	5,909
2.	J. Ames C. Yeates	1-23 H15	5,497
3.	B. Price D. Webb	Skylark 2b	4,708
4.	J. Bierens	Ka-6	4,319
5.	R. Grady	L-K	4,217
6.	T. Beasley B. Palfreeman	Breguet 905	4,209
7.	M. Boudreault O. Boudreault S. Bienada E. Wimberley	Skylark 3b	4,013
8.	C. Bonds	L-K FT	3,301
9.	J. Kelly R. van Humbeck	L-K FT	3,250
10.	N. Tucker	Skylark 3b	3,130
11.	G. Hicks	1-26	2,822
12.	E. Seymour D. Seymour	1-26	2,785
13.	J. Perucci	1-26	2,749
14.	P. Tingskou	Viking	2,649
15.	D. Marsden	1-26	2,617
16.	D. Wilson F. Wright	1-26	2,598
17.	N. Birch R. McKenzie	Skylark 2	2,539
18.	H. Bovenkirk F. Bundy	1-23d	2,157
19.	D. Webb P. Price	1-23d	2,101
20.	J. Chesborough J. Johns	Olympia	1,712

L-K FT=Laister-Kaufman Flat-top

The Sagitta

A STANDARD CLASS SAILPLANE FROM HOLLAND

by R. N. Taylor

At a small flying and gliding club near Apeldoorn, Holland, I met Piet Alsema, the designer and builder of a new Standard Class sailplane, the Sagitta. As soon as he was told that I had come to see the aircraft, he kindly opened the hangar and proudly presented the result of the last three years' work.

The Sagitta is a very pleasant aircraft to look at, both on the ground and in flight. Some interesting features are the long, pointed nose without skid, the very slim rear fuselage and raked fin and rudder and the airbrakes, which open upwards and forwards. The tailplane and elevators fold upwards for transportation, and the mainplanes are at present attached by a single central fin. This latter system is to be replaced by a two-pin attachment on production aircraft. The tip-floats prevent the usual tip wear-and-tear and also help to reduce induced drag problems.

Up to now, flying trials have been carried out, with the exception of spinning. This, however, is not expected to cause any outstanding difficulties, as the stall is quite straightforward. At the normal cruising speed of 85 km./hr. the Sagitta has a sink of 60 cm./sec. This gives a glide ratio of 1:38, and although perhaps a little on the fast side for small and weak thermals, there is little doubt that this aircraft will do well under strong thermal conditions.

The first production aircraft are being started this winter, and initial estimates of cost suggest that the basic aircraft will be around the £1,000 mark.

Mr. van Eck writes that the Sagitta has now been tested and the results are even better than expected.

The following sinking speeds were measured:

0.56 m./s. at 85 km./h.
0.90 m./s. at 100 km./h.
1.36 m./s. at 120 km./h.
1.50 m./s. at 140 km./h.
3.60 m./s. at 180 km./h.

Further particulars of the machine are: wing span 15 m., length 6.70 m., total height 0.91 m., empty weight 216 kg.

The construction has been inspected for C. of A. and only one modification has to be made, the single main spar fitting has to be replaced by a pair of bolts owing to high surface pressure. If the stalling, spinning and velocity tests are satisfactory N. V. Vliegtuigbouw will put down a series of three aircraft.



Gliding Certificates

THERE are items of special interest in this latest list of certificates.

Philip Wills has become the third British pilot to add all three Diamonds to his Gold C badge. In 1938 he became the first British pilot and the third in the world to get the Gold C; he acquired the Goal Diamond in 1951 and the Height Diamond in 1952.

In both the C and Silver C lists will be seen Air Chief Marshal Sir Theodore McEvoy, K.C.B., C.B.E., who is the very active president of the R.A.F. Gliding and Soaring Association. Another Silver C is Air Commodore L. Patrick Moore, whose gliding career began in 1932.

COMPLETE DIAMOND BADGE

No.	*Name*	*Club*	*Date of Completion*
3	P. A. Wills	Lasham Gliding Society	3.8.60

DIAMOND FOR DISTANCE

No.	*Name*	*Club*	*Date*
3	P. A. Wills	Lasham Gliding Society	3.8.60

DIAMOND FOR HEIGHT

No.	*Name*	*Club*	*Date*
314	D. S. Bridson	Cranwell Gliding Club	18.8.60
315	D. W. Stowe	Bristol Gliding Club	7.8.60
316	R. H. Perrott	Bristol Gliding Club	7.8.60

DIAMOND FOR GOAL FLIGHT

No.	*Name*	*Club*	*Date*
247	R. A. Mann	Moonrakers R.A.F. Gliding Club	29.5.59
248	C. R. Richardson	London Gliding Club	5.9.59
249	I. Paul	Newcastle Gliding Club	31.7.60
250	R. Sandford	Wessex R.A.F. Gliding Club	31.7.60
251	D. J. Corbett	Army Gliding Club	4.8.59
252	R. I. Tarver	Coventry Gliding Club	29.8.59
253	P. E. Collier	Bristol Gliding Club	31.7.60
254	R. H. Perrott	Bristol Gliding Club	7.6.59

GOLD C CERTIFICATES

No.	*Name*	*Club*	*Date of Completion*
64	R. A. Mann	Moonrakers R.A.F. Gliding Club	16.7.60
65	C. R. Richardson	London Gliding Club	23.7.60
66	I. Paul	Newcastle Gliding Club	31.7.60
67	R. Sandford	Wessex R.A.F. Gliding Club	31.7.60
68	D. J. Corbett	Army Gliding Club	7.8.60
69	R. I. Tarver	Coventry Gliding Club	1.8.60
70	D. P. L. Scallon	Surrey Gliding Club	7.8.60
71	P. E. Collier	Bristol Gliding Club	7.8.60
72	R. H. Perrott	Bristol Gliding Club	7.8.60

SILVER C CERTIFICATES

No.	*Name*	*Club*	*Date of Completion*
950	R. L. Stathard	Yorkshire Gliding Club	29.5.60
951	B. J. Edwards	Cambridge University Gliding Club	3.8.60
952	G. R. J. Spillman	Cambridge University Gliding Club	14.6.60
953	P. J. Wilby	Suffolk Gliding Club	31.7.60
954	A. R. I. Cruickshank	Cambridge University Gliding Club	13.8.60
955	M. J. Webber	Bristol Gliding Club	17.4.60

956	P. J. Staff	Southdown Gliding Club	5.8.60
957	L. P. Moore	Midland Gliding Club	31.8.60
958	A. H. Taylor	Surrey Gliding Club	5.8.60
959	D. A. Gunn	Derbyshire & Lancashire Gliding Club	17.7.60
960	G. E. A. Brooke	Midland Gliding Club	18.8.60
961	T. E. R. Taylor		26.6.60
962	E. J. Lusted	Laarbruch Gliding Club	14.8.60
963	K. W. Woolley	Midland Gliding Club	10.8.60
964	T. McEvoy	R.A.F. Gliding & Soaring Association	15.8.60
965	D. A. Wilson	Newcastle Gliding Club	12.8.60
966	R. F. Neame	Kent Gliding Club	7.6.59
967	N. H. J. Barnard	Windrushers R.A.F. Gliding Club	27.8.60
968	W. G. Lydiard	Royal Aeronautical Establishment G.C.	19.6.60
969	D. Bryce	H.Q. 2nd Tactical Air Force G.C.	18.6.60
970	G. Orlick	Newcastle Gliding Club	20.8.60
971	M. J. Smith	Coventry Gliding Club	20.9.60
972	A. W. Williamson	Windrushers R.A.F. Gliding Club	29.5.60
973	A. Petrie	London Gliding Club	13.8.60

C CERTIFICATES

Name	*Gliding Club or A.T.C. School*
E. N. Neep	Coventry
G. D. Wilson	Midland
D. A. Gunn	Derbyshire & Lancashire
P. A. Sinfield	616 G.S.
A. H. Oatey	645 G.S.
A. Bialkowski	Midland
O. J. Truelove	White Rose
W. P. Swash	Suffolk
P. W. Andrews	Moonrakers
D. W. Phillips	Clevelands
J. W. Blake	Surrey
N. E. Bishop	H.Q. 2nd T.A.F.
P. R. Green	Silver Wing
A. K. Baker	Cornish
K. C. Ward	614 G.S.
P. M. Vaughan	Chilterns
G. A. Alder	614 G.S.
C. A. A. Rayner	Cambridge
P. J. Robins	616 G.S.
S. N. Cullen	622 G.S.
D. M. Butler	H.Q. 2nd T.A.F.
L. P. Long	Midland
T. J. Malone	614 G.S.
T. A. E. Robinson	Midland
J. K. Pike	644 G.S.
T. M. Creasey	643 G.S.
E. W. C. Hayman	Cornish
P. Herbert	Red Dragon
T. A. Mason	Silver Wing
L. A. Crawford	Cornish
I. L. A. Eyers	Silver Wing
J. A. Dibdin	Midland
J. H. O. Smith	Midland
P. E. Cowell	Clevelands
C. W. M. Tandy	Coventry
I. Jerzy	Polish A.F.A.
H. J. C. Ravenscroft	635 G.S.
D. K. Craig	Silver Wing
B. F. J. Seares	Silver Wing
S. W. C. Clinkscales	White Rose
P. D. Kelsey	644 G.S.
W. W. McIntyre	East Anglian
R. A. Hirst	644 G.S.
P. N. C. Cooke	Cornish
M. P. Beaumon	Yorkshire G.C.
D. J. Willson	Windrushers
H. R. Poxon	East Yorkshire
D. A. Stubbs	643 G.S.
M. E. West	East Yorkshire
M. W. E. C. Channon	H.Q. 2nd T.A.F.
P. Menmuir	H.Q. 2nd T.A.F.
T. Oulds	H.Q. 2nd T.A.F.
R. Towell	644 G.S.
H. B. Redfearn	Norfolk
M. J. Watson	Norfolk
D. G. Matthews	Taunton Vale
J. W. Lawton	Norfolk
P. Mordaut	Cornish
H. Hindle	Yorkshire
J. Bohemen	Cambridge
C. C. Gordon	Coventry
T. J. Krzystek	Polish A.F.A.
G. G. Croker	Lasham G.C.
J. H. A. Row	Cambridge
J. E. Hamer	Southdown
P. G. C. Herring	East Yorkshire
W. H. Osmond	Bristol
D. R. J. Gifford-Hull	Army
J. F. Birtles	Midland
R. A. Macfarlane	Moonrakers
M. K. Holloway	Perak F.C.
C. F. Waldron	Yorkshire
R. Staines	Moonrakers
C. James	Derbyshire & Lancashire
L. Crook	Midland
H. J. Martin	Midland
K. G. Hickling	Midland
R. O. Wolff	Lakes
K. Jady	Midland
M. K. Marshall	623 G.S.
R. J. Barlow	621 G.S.
D. Robertson	622 G.S.
D. S. Jones	Northants
P. J. Brocklesby	621 G.S.
P. R. Ford	622 G.S.
R. C. Cheshire	616 G.S.
J. M. Barlex	Norfolk
D. W. Daniel	621 G.S.
S. A. Wilks	Surrey
C. F. Mugford	East Anglian
R. S. Gale	616 G.S.
E. W. Darby	Army
J. McPherson	Moonrakers
R. T. Frogley	East Yorkshire
J. R. Clarke	644 G.S.
W. R. Shrubsole	Chilterns
R. K. H. Williams	Windrushers
F. R. Dickson	Silver Wing
T. K. Connor	Norfolk
J. J. Boyle	Army
G. J. Blackman	621 G.S.
O. Gleadall	643 G.S.
R. G. d'Erlanger	Surrey
R. O. Willett	Coventry
G. F. M. Garner	616 G.S.
J. K. Hampson	Chilterns
T. R. F. Gaunt	East Yorkshire
W. Andrew	H.Q. 2nd T.A.F.
P. Soame	Surrey
H. H. H. Enmel	Yorkshire
R. C. W. Mayes	Windrushers
J. R. Jenkinson	Surrey G.C.
A. Chester	East Yorkshire
T. McEvoy	R.A.F.G.S.A.
B. E. Hann	Midland
G. E. Payne	Chilterns
M. J. Wood	B.A.F.O.
R. Hughes	Midland
P. J. Strickland	Midland
J. D. Campbell	Perak F.C.
A. J. Podolski	Norfolk
M. J. Rosenorn-Lanng	Clevelands
J. Washbourne	London
R. Gledson	Midland
C. W. Ansell	Suffolk

The Clayton Winch

For a long time past there has been a need for a properly designed winch, capable of launching the modern gliders of high wing-loading, especially two-seaters, in "no wind" conditions. Considerable thought has been put into the design of the Clayton winch, which has been planned to be capable of launching any present-day glider in any wind conditions from flat aerodrome sites. No attempt has been made to render it suitable for use on rough ground, for which it would prove far too heavy.

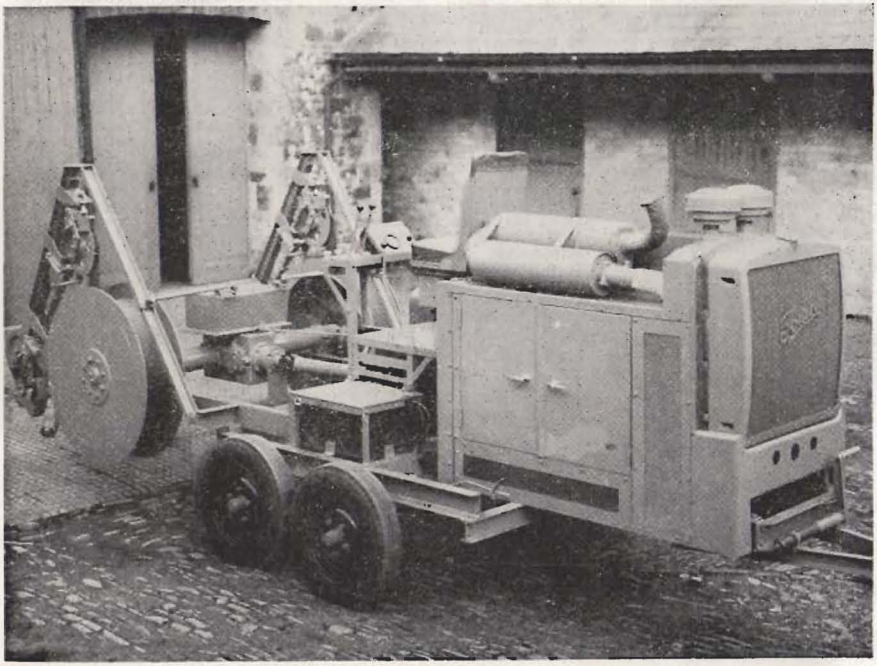
The winch has been built at the Clayton engineering works at Dulverton, Somerset, embodying a certain number of bought-out components. The power unit is a Foden F. D. 6 Mk. I, giving 126 b.h.p. at 2,000 r.p.m. Transmission is through an industrial-type friction clutch, hydraulic coupling and fixed-ratio gear-box. The drive is manually engaged to either of two drums, each capable of holding 6,000-8,000 ft. of steel stranded cable.

A particular feature of the drums is their exceptionally large diameter, which greatly lessens internal strains in the stranded cable, and so should result in a much longer cable life.

The cable is fed on to each drum through two pulleys each 12 in. diameter, and a laying-on mechanism is provided separately to each drum. Braking is by industrial-type disc brakes. The maximum speed is about 80 ft. per sec., and the estimated maximum wire tension is 900 lbs.

The winch was put into operation at Lasham during September, and has now done several hundred launches in a variety of weather conditions and has launched various types of gliders, including Slingsby Eagles in no wind. There have been only minor "teething troubles", and the launches have been considered to be very satisfactory.

On the short runway at Lasham launches which hitherto averaged 700 ft. are now being made to over 1,000 ft.



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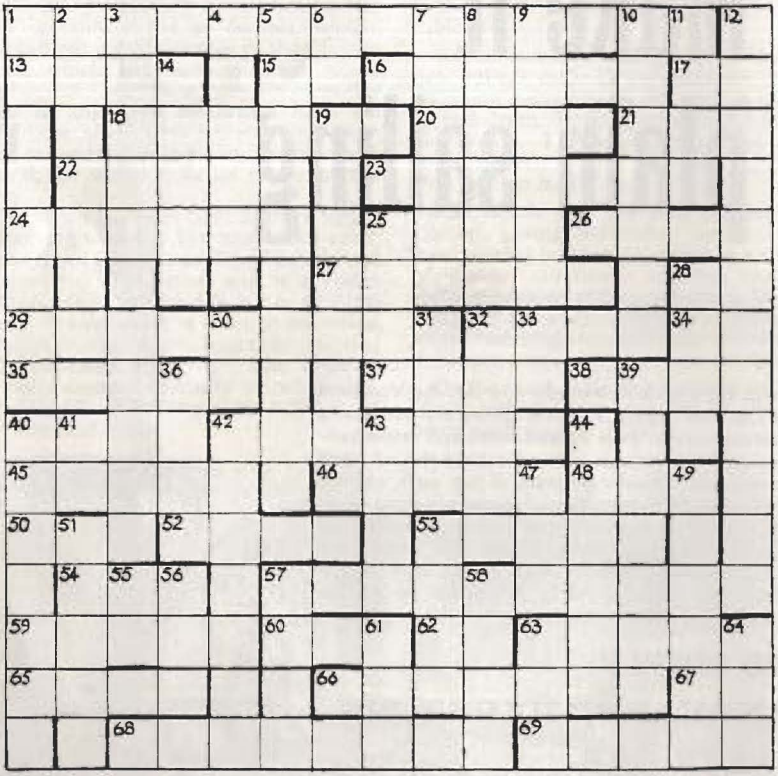
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CHRISTMAS CROSSWORD

Our Christmas Crossword this year is in the Open Class. It is large and rather difficult. A prize of a Gliding Tie or Square (depending on the sex of the winner) will be awarded to the sender of the first correct solution. These should be addressed to the B.G.A., 19 Park Lane, London, W.1., each envelope being marked "Crossword" in the bottom left-hand corner. All envelopes will be opened on Monday, 2nd January. Solution in our next issue.



ACROSS

1. Hens in the hedge? (two words, 8, 6).
13. Relative (4).
15, 26. Lament.
16. Filmic whisky (6).
17. Brief cloud (2).
18. T day (6).
20. See 2 down (4).
21. Hit (3).
22. Some brakes and tabs are (5).
23. A young 1 acc.? (5).
24. Red rig in reverse (6).
25. See 65 (4).
26. See 15 (4).
27. Different metals (6).
28. See 48 (2).
29. A rice boat (anag.) (9).
32, 39 down, 57 acc. gets a 53 acc. 66.
34. See 48 (2).
35. Scotch mouse goes to Canada and grows horns (5).
37, 35 down, 52. One of the products of 40 down?
38. Eastern country (4).
40. Soft! Vanish (4).
42, 47 down. The winner gets it.
45. 3 circle (5).
46. Extort (5).
48, 28, 34. etc.
50. See 30 down.
52. See 37.
53, 66. Got by doing 32, 39 down, 57 acc.

54. Splendid dog (3).
57. See 32 (10).
59. In the town of Falmouth (5).
60. Short month, the last (3).
62. U.S. private (2).
63. A compass needle does, in one word (5).
65, 25 acc. Go back, safeguard your money!
66. See 53.
67, 33 down. e.g. a penny.
68. Slower (8).
69. Next to altars? (5).

DOWN

1. Line of height (8).
2, 20 acc. Advanced 29.
3. No Highway (11).
4. In mud and river sand (6).
5. Balmy Lorna could behave like this (10).
6, 31. Start back.
7. Cockney centre (6).
8. Pineal (anag.) (6).
9. Hunting cry (6).
10, 57 down. Oddly enough, to operate it you must do the opposite.
11. Survey (4).
12. Thor's home (two words, 6, 6).
14. Late (5).
19. The opposite of a hair-cut? (Two words, 4, 4).
25. It's drastic when you have to do it out (4).
28. Flattering when soft (4).
30, 50 acc. Old oath.
31. See 6 (4).
32. Loud small distance (5).
33. See 67 (2).
36. A mixed pest (4).
39. See 32 acc. (7).
40. He instructs—his swine to give up hard drink? (7).
41. Same as 34 (2).
42. Grumbling transport (7).
43. Low I.Q. (4).
44. Chuzzlewit (6).
47. See 42 acc. (3).
49. Saturate (6).
51. Fearsome (5).
53. Goat cloak (4).
55. See 37 acc. (2).
56. In want (3).
57. See 10 (4).
58. Ape (4).
61. Roman road (3).
63. High and slow (3).
64. Help! (3).

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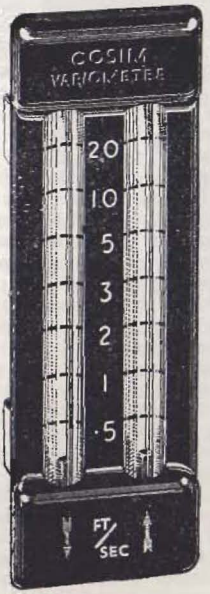
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OBITUARY



Photo by A. E. Slater

EUSTACE THOMAS

By the death of Eustace Thomas at his home in Manchester there passes one of the best-known and engaging personalities in British gliding in the mid-thirties. He came into gliding by the Lancashire part of the Derbyshire & Lancashire Gliding Club before the merger and removal from Woodford to Camphill. Learning to soar was not too easy in those days because few were sufficiently experienced to teach or knew enough about it to help, so Eustace in characteristic manner bought himself an Airspeed Tern sailplane so that he could find things out for himself. It can be said with truth—but not unkindly—that the Tern spent a lot of time in the Camphill workshop, but Eustace got his Silver badge in his 70th year—the 31st to have been awarded in the United Kingdom. Introduced, as he was, to gliding and power flying rather late in life, his first and real love was fell-walking and mountaineering, in which he demonstrated his fantastic energy and physical endurance. He held a number of records, among them being the Lake District fell-walking record, which at the age of 53 he captured by walking 79 miles with 30,000 feet of aggregate ascent in 28½ hours; and after that as a member of the Alpine Club he climbed 83 peaks over 4,000 metres in six years. In post-war years he devoted much of his time to globe-trotting, and between his journeyings would find the time to come and see us at Camphill. He gave us a Trophy, and we know that he held those happy rumbustious days at Camphill in great store.

His deep interest in gliding and flying, unbounded energy, his friendliness and forthright attitude towards confusing problems, and the ability to have a real bind when things were not going his way fast enough, were some of the things which made him a "good gliding type" and established him in our affections and respect at Camphill—leaving a memory with those of us who knew him in those times to last for many years. B.M.

JOHN WESTHORPE

Most readers will have already learned, with very deep regret, of the tragic accident to the T-21 "Firefly" at Dunstable on 30th September, in which John Westhorpe, Resident Instructor of the London Gliding Club, and his pupil, Peter Carter, lost their lives.

The possessor of a B Certificate, John Westhorpe joined the London Gliding Club during a summer course in 1956. His outstanding energy and enthusiasm were quickly noticed, and with his natural qualities of leadership he was soon urging his fellow club members to greater efficiency.



Photo by G. H. Stephenson

John's flying ability was well above average and his Gold C distance with a goal diamond were achieved on his second cross-country flight, one week after completing his Silver C distance.

In 1958 he took to professional instructing and once more his natural talent was obvious. His tremendous energy and willingness to tackle any job were an inspiration not only to his pupils but to his fellow instructors and members of the staff. Many pilots owe a great deal to his skill and patience as an instructor, and to his readiness to discuss flying problems at practically any hour of the day or night. A capable organiser, John was responsible in no small measure for the success of the London Gliding Club since he took over the day-to-day running of its flying activities in May 1959. His efforts will not easily be forgotten.

Many gliding people have visited the club in recent years, particularly during the various competitions, in which John's presence and ability were much in evidence. All who met him were impressed with his dedication to his job, the pleasure he so obviously took in doing it, and with the warmth of his personality. Everything John did was done with zeal and enthusiasm. This was his attitude to life, as those of us who knew him well will long remember.

To have earned the sincere respect and friendship of so many in so short a time is an achievement in itself.

His death at the age of 26 is a great loss to his personal friends, to gliding, and most of all to his parents, to whom we offer our deepest sympathy. John's life was far too short; it may be some small consolation to know that he lived and enjoyed every minute of it.

J.C.E.

PETER CARTER

PETER Carter, aged 21 and new to gliding, a pupil of John Westhorpe (as related above), was unkown personally to most of us. He was, nevertheless, our companion, one of us, and to his parents we would like to express our sincere sympathy at their loss.

J.C.E.

Inquest Report.—At the adjourned inquest on John Westhorpe and Peter Carter, held at Dunstable on 27th October, Dr. E. E. Smith, of Epsom, gave evidence that he had treated Westhorpe for epilepsy since 1952, and that his last known attack was in 1955. Needless to say, no one at the London Gliding Club was aware of this; nor was John Westhorpe's father.

WILLIAM LIDDELL



WILLIAM Liddell, of Belfast, who died on 18th October, was a founder member of the Ulster Gliding Club. The club had an excellent gliding site on the North Coast of Ireland, a stretch of firm sand known as Maggilligan Strand. The clubhouse was one of the rooms of the Downhill Hotel facing the beach, and in spite of the fact that machines had to be taken on to the site each day through a railway arch and then assembled, the members did a lot of flying and in the early days actually put up a better show than clubs in England.

William bought a Grunau Baby II in 1934 and so was one of the earliest of private owners. He sold the G.B. in 1936 and bought a Kirby Kite, which he enjoyed until June of 1938, when he took over a Gull I. The Kite was purchased by Charles Wingfield of the Midland Club and is still giving service somewhere in England. The precious Gull I, after 22 years of use and most careful attention, was a great joy to "Bill" Liddell.

We gliding people have lost a good and generous friend.

F. N. SLINGSBY

Advertisements with remittance should be sent to Cheiron Press Ltd., 3, Cork St., London, W.1. (Regent 5301) Rate 9d. per word. Minimum 10/-. Box numbers 2/- extra. Replies to Box numbers should be sent to the same address.

PUBLICATIONS

"AUSTRALIAN GLIDING" — monthly journal of the Gliding Federation of Australia. Editor, Allan Ash. Subscription 30 shillings Australian, 24 shillings Sterling or 3.50 dollars U.S. and Canada. Write for free sample copy. "Australian Gliding", 121, George Street, Liverpool, New South Wales, Australia.

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

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HAVE KITE—WILL TRAVEL. Delightful 10 years tested, aero-towable, Kite I. Spoilers, Barograph, Year's C. of A., £275 o.n.o. Trailer if required. Olympia wanted. Box 75.

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FULL SET of instruments, Barograph and Parachute. Box No. 71.

IMPECUNIOUS GROUND ENGINEERS require a well worn and/or bent Olympia or similar. Must be reasonable. Box 73.

PREFECT or Grunau with C. of A. Birkett. Box 8057. Causeway, S. Rhodesia.

WANTED (for purchase or temporary hire) T31 in good condition. The Secretary, The Gliding Club, The College of Aeronautics, Cranfield, Bletchley, Bucks.

WANTED Prefect Sailplane. State condition and price. Box No. 70.

Correspondence

AIRCRAFT FOR WORLD CHAMPIONSHIPS

Dear Sir,

It is unusual to catch out Ann Welch in an inconsistency, but one appears in her article in your October issue "More on the World Championships".

She writes that ideally one would like each pilot to have two aircraft, one for super conditions, the other for marginal weather. In her previous sentence she criticises British sailplanes as being "excellent compromise aircraft", going on to forecast that such aircraft won't win much longer. But since one is only in fact allowed one machine per pilot, then surely an excellent compromise is the best thing to have, since the best championships test out both pilots and aircraft in the widest range of conditions. Indeed, the results of all the championships held to date conclusively show that the machine with the widest spectrum of performance nearly always wins.

This will not be so if the championships are ever held in an uncompromising place, like Texas—which in itself is a strong argument against holding them there, for the World Champion must surely excel in all kinds of weather and territory.

Incidentally, no one has yet pointed out the remarkable fact that in each class the winning aircraft in the 1960 World Championships was the cheapest aircraft in its class.

PHILIP WILLS.

ANN WELCH replies:—

Philip Wills has misread my article. I did not state that each pilot should have two aircraft. I said: "In the matter of aircraft and future British teams . . . Ideally, one would like to enter World Championships with an exotic for super weather, and a really light weight manoeuvrable glider in case the weather is poor in both Open and Standard Classes." The object of such action would be to increase the chance of a National win in countries where the weather is unpracticable, so that the championships period might be predominantly magnificent, or might be, as it was unfortunately in Germany, poor.

With regard to his remark on cheapness: this may be an excellent sales point, but, unfortunately, it is not true. Certainly in the Open Class there were cheaper gliders, notably the Ka-6, Zugvogel and Weihe. I am not sure about the Standard Class in that I do not know the precise prices of the Ka-6, Zugvogel and Pik 3.

ELECTRIC FENCES

Dear Sir,

The October issue gave a warning about electric fences being difficult to see.

Usually they consist of a single wire, 30 ins. high, stretched across the width of a field, and are moved along the field to give cows fresh grass each day.

The grass on the side which has been grazed off often looks a lighter colour, and so pilots should be very suspicious of any green field with a sharp line across, dividing it into lighter and darker parts.

Surrey Gliding Club BARRIE GOLDSBROUGH.

WANTED (contd.)

WANTED: Skylark III or Skylark II; with or without trailer. Apply P. Pozerskis, 24 Exeter Street, Kettering.

WANTED. Tutor Wings. Particulars to Hon. Secretary, Scottish Gliding Union, Portmoak, Scotlandwell, Kinross-shire, Scotland.

SITUATIONS VACANT

A VACANCY exists for post of resident instructor at L.G.C. Accommodation available if required. Write stating age, experience, qualifications to Manager, London Gliding Club, Dunstable, Beds.

SKILLED sailplane repairer required. Write stating experience to Southdown Aero Services, Lasham Airfield, Alton, Hants.

CLUB AND ASSOCIATION NEWS



So ends the rather indifferent 1960 Soaring Season, but still many clubs show increasing numbers of launches and hours.

Making their debut in this issue we have the Essex Club, who have, after two years searching, found a site at R.A.F. North Weald, only 18 miles from Hyde Park Corner, also the embryo South Wales Club at Caerphilly. We have two new R.A.F.G.S.A. Clubs, Bannerdown at R.A.F. Colerne and The Grasshoppers at R.A.F. Wattisham. In the Overseas Section we welcome the inter-services Club at Fontainebleau.

At a time when everyone is thinking of winter chores, let me remind you of a few of the club festivities, to which all are invited. On Friday, 9th December, the Derbyshire and Lancashire G.C. celebrate their 25th Anniversary with a Dinner and Dance at St. Ann's Hotel, Buxton. This is also Basil Mead's twenty-fifth Anniversary of being their chairman—what a record. Congratulations Basil!

On Saturday, 10th December there is the annual Christmas "do" at Lasham. On Friday, 16th the Swindon Club have a party and on the 17th the Bristol and Norfolk Clubs both have parties, to mention only the few of which I have heard.

I hope all these are a success and take this opportunity of wishing all clubs a Very Merry Christmas and good soaring in 1961.

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 February Issue is first post Wednesday, 14th December.

YVONNE BONHAM,
Hon. Club & Association News Editor.

BRISTOL

By the end of August we were invaded by the Wessex (Andover) contingent with numerous aircraft for what proved to be one of the wettest weeks of the so-called summer. We're sorry they didn't get much flying, but we hope next time they come the usual Nympsfield thermals will be present.

A strong north wind on 9th October induced the north ridge to work well for the first time for months and everything got into the air. Gordon Mealing and Charles Lagus got their 5 hrs. in Olys on this day. Up to then the N.W. and N. winds had not been in evidence this year.

Several members have been surveying sites in the Black Mountains area for a wave soaring expedition and arrangements have been made to take one or two aircraft to the area when the forecast looks promising.

Clearly defined waves are frequently seen downwind from the Black Mountains and in fact reach as far as Nympsfield, where small gains of height have been made. Two alternatives under consideration are either towing upwind from the site or operating

from a disused airfield to the west of the Black Mountains.

A big programme of cleaning and painting and of equipment overhaul is now under way and will continue throughout the winter. The winches in particular took a beating, as the courses ran from the beginning of May to the end of September with not one course being rained off to any great extent.

A.L.S.

CAMBRIDGE

In spite of mediocre weather conditions, the academic year ending in September, 1960 turned out to be the most successful in the history of the Cambridge University Gliding Club. With a fleet of five sailplanes a record number of 1,093 flying hours was logged and the number of Silver C legs was 30, six more than in any previous year. There was also an outstanding number of solo-conversions and C flights. Much of this success was due to the improved aero-towing facilities provided by the Tiger Moth.

In June, Tony Best gained his Silver C distance with a neatly executed 57-mile goal flight. The Club had a fortnight's camp at the Long Mynd. Graham Spillman, Graham Pratt and Colin Donald managed their 5-hour flights at this splendid hill-site and thereby completed their Silver C's.

July was a month of notable climbs which culminated in a Gold C height, by Peter James in the Skylark. Six Beginners and two Advanced Soaring Courses were held, and very ably organised by Stanley Woolston. On 31st July John Boheman completed his 5-hour and Silver height over Cambridge in the Swallow and then Simon Redman took it on a 3-hour cross-country flight and gained both Silver C height and distance.

The outstanding flight in August was J. A. H. Row's Silver C distance across the Thames Estuary into Kent. Brian Edwards and Arthur Cruickshank also completed their Silver C qualifications.

At the September Camp at the Long Mynd only two pilots finished their 5-hour flights—Peter O'Donald, and Gisela Deeg from Germany.

The 25th Anniversary Dinner which was organised by Stanley Woolston, took place on 24th September in the Hall of Emmanuel College. It was attended by 90 people and proved a great success.

Evidently inspired by the speeches at the Dinner, John Teasdale set forth in the Olympia on the following day and completed his Silver C with a 42-mile flight to Elstree.

G.S.N.

COVENTRY

The Edgehill camp saw three Club records broken. Howard Greenway's flight on 31st July from Edgehill, via Cranwell, to his nominated goal of Usworth, is the longest goal flight by a club member in the U.K.

Ivor Tarver completed his Gold C and set up a new Club altitude record of 14,000 ft. on 1st August. On 7th August Michael Smith had an aero-tow to 3,000 ft., under a cu-nim which took him up smoothly to 15,000 ft. when his Olympia was struck by lightning, suffering holes in the nose cap and exploded timber in the rudder.

Mike circled in descending air with full brakes—to discover later from his barograph that he had come down less rapidly than he had climbed!

His average rate of climb was about 40 feet per second and the flight from release to landing took only 15 minutes.

On 20th September Mike completed his Silver C with a five hour flight on the ridge at Edgehill—a task which was repeated by Reg. Ludgate on 11th October.

Messrs. Neap, Kidger, Avery, Large, Perry and Green have soloed since our last report, and C's have been gained by Messrs. Hunter, Neap and Cross.

There have also been a number of changes of office within the Club. Sheila Hands is now Treasurer, John Large the Secretary, and our C.F.I., Mike Stather Hunt, has passed his office on to Louis Glover, whose Ground Engineer duties are now being undertaken by Reg Ludgate and Mike Aspinall.

All the retiring members have put in a tremendous amount of work for the Club—Mike Hunt, in particular, having held some sort of office since the Club's inception.

P.M.

CROWN AGENTS

The 1960 gliding season has not proved very kind in the way of weather and we have not much to report since the mid-summer National Gliding week, most of our flying members from overseas having now used up all their home leave and being on

their way back to the particular outpost of Empire in which they are serving.

A report of the National Aerobatic Championships appears elsewhere in this issue, but we would like to congratulate Dan Smith of the London G.C. for his fine display of flying in the Crown Agents' "Swallow" whereby he gained the second prize.

J.E.G.H.

DERBY. and LANCS.

ON the 24th September, Keith Johnston reached 10,750 ft. a.m.s.l. flying the Club Olympia in cumulus on the rate of turn only.

A new Bendix electric horizon with transistorized inverter had been obtained for this aircraft some weeks before, but at Camphill the removal of one u/s horizon from the instrument board and the screwing in of a new one requires months of high level planning, organisation and committee work. Needless to say we are still in the planning phase.

John Tweedy in the Sky reached 11,050 ft. a.m.s.l. on the same day, and probably in the same cloud.

The club T-21 undershot and will be out of action for many months; fortunately the occupants were quite unharmed.

O.W.N.

DONCASTER

THIS club has now done a total of 3,300 launches up to the beginning of September. As our fleet consists of a T-31 and a Cadet, we're feeling rather smug about our first year of operation.

We have had our first cross-country by a club aircraft. Brian (Hydrogen Bones) Fisher took the Cadet 42 miles to Bardney. A very creditable effort. The Press really went to town—"Brian Glides in and puts R.A.F. in flap". "Bentley Man Crashes Secret Rocket Base". "Blasted upwards by a freak current of warm air".

This area seems good for thermals and we are eagerly awaiting the time when we can afford a decent aircraft and really go places. Being pretty well in the centre of England and with the flat airfield-bespattered counties of Lincoln, Norfolk, and the East Riding quite close, our hopes are high.

The winter is nearly upon us and massive plans are afoot. A pair of Tutor wings are under construction and a canteen will soon be started as well as the less essential parts of the club-house.

The bar was finished long ago. The only thing we're short of is money, but it is the general feeling that we should make our launch and flying fees as cheap as possible, even if we have to be content with low performance aircraft for some time yet.

M.C.U.

DUMFRIES

SINCE our last newsletter there has been little flying. Our hangar now only needs felting to be serviceable and the Club takes great pride in having built it from ground level. There is still a lot of work to be done but we soon will be saved the task of rigging and derigging.

Work is also in progress on an experimental cable retrieving winch on which we have high hopes. The Tutor is now operating on the site and we eagerly await the return of our T-31 so that we can recommence two-seater training. This is back at Slings for repair and C. of A. after a heavy landing.

We were pleased to have had a visit from some members of S.G.U. and look forward to seeing members from other clubs—especially airborne.

Our first full year of operations ends this month and though our flying record is not impressive, we feel that we have laid the foundations upon which to build.

A.N.O.N.

ESSEX

THIS is the first Club & Association News to come from the newly formed Essex Gliding Club—the first ever post-war Club in the county. By the time this issue is published we hope to be operational, after over two years of frantic site searching!

Our home is situated at North Weald Aerodrome near Epping, with London only a mere eighteen miles away—undoubtedly the nearest club to the capital, which should prove very popular to all city enthusiasts.

Our dream fleet of machines has started off with a new T-21b and we have our eyes on either a new Olympia IIb or Swallow for the very near future. We already have a syndicate Skylark II in operation with the possibility of one or two more privately owned machines.

The site has both concrete and grass runways and is ideally suited to all forms of launching. We are starting off with auto-towing, but fully expect to be winching by the time the new year breaks. No bar or social side just at the moment!—but give us

a little longer and we'll soon put the matter straight and keep those wives happy.

Fuller details regarding present and future Club activities will be gladly sent by the Secretary, M. G. Raynor, 855a London Road, Westcliff-on-Sea, together with details of membership if required.

M.G.R.

HALIFAX

THERE is little flying to report from Halifax due to two accidents within a week of each other. The first one disabled our long-suffering Tutor, and the second the T-31.

In spite of this setback work continues. Eddie Pearson and Tony Brear are to be commended on the way they have repaired the Tutor by working every night of the week.

Two syndicates have been formed, one has already purchased an Olympia and the other is making furtive enquiries!

Walter Parker is now our C.F.I.

D.J.W.

KENT

SOARING weather has not been plentiful during the past two months. Some exploratory flying was done from a field near Stowting with a single strip running roughly N.W.-S.E., which a local farmer kindly allowed the Club to use. This gave everyone valuable experience in flying from a more limited area than usual, which proved to us that with only a single quite narrow run, flying is still possible in most wind conditions.

On Sunday, 4th September, Jack Brabham, world champion driver, paid us a visit. He flew down from Fairoaks in his Cessna, bringing with him one of our members, Owen Maddock, and two other friends. The party reached Lympne in the middle of a violent thunderstorm. They spent some time in the hangar looking at the sailplanes, in which Jack Brabham was very interested, before the weather cleared sufficiently for them all to have a flight in the T-31 piloted by the Club Chairman, Richard Parkinson. We were very pleased to welcome them and hope they will be able to visit us again before too long.

Ken Brissenden soloed on 16th October, while Neil McHarrie, Brian Stevens and Jock Brock have all recently converted on to the Prefect, and Denis and Gordon Crabb and Owen Maddock on to the Olympia.

Finally, congratulations to Peter Tapsfield, our able Newsletter Editor, who was married on 3rd September. That makes the fourth instructor to be wed this year.

P.B.



Jack Brabham, World Champion Motor Racing Driver, in the Kent Club's T-31, in which he had a flight at Lympne with Richard Parkinson.

LONDON

THE season ended tragically at Dunstable this year when John Westhorpe, our deputy C.F.I., and Peter Carter, a newly-arrived pupil, were killed in Firefly on 30th September. An obituary notice appears on page 385.

June saw some 1,400 miles flown. July and August were severely down on previous months, with a total of 600 miles (not counting National Gliding Week). However, a good proportion of this was earned by Silver Distances; Adrian Fisher flew to Earls Colne on 9th July. Mid-August made 1960 a record year for Silver C flights. Alan Petrie flew off his map to land 100 miles away near Norwich. Ted Hull made Chipping Ongar in the Kite I. The first lady's Silver Distance for two years was earned by Betty Fairman, who took an Olympia to Newmarket on 25th of August; on the same day Tom Zealley, in the G.B., made 37 miles to Grantchester. The same fine spell brought another record—187 launches on Sunday, 20th August.

The course training programme is pressing ahead with volunteer instructors helping out Ray Stafford-Allen, the Club Manager, and our prototype T-21A, The Barge, supplementing the remaining T-21B. We look forward to seeing Kestrel, our high performance two-seater now under construction, in full operation next season.

M.B.

MIDLAND

REVIEWING the 1960 season as a whole, it rather makes one think that skin-diving would have been a more appropriate sport to have taken part in this year!

Since the last report there have been few good days, and these have been during the week, so that week-end flying has suffered and has been mostly circuits, with nothing very exciting. George Brooks, however, found one thermic day and did a nice Silver C flight of sixty miles to complete his badge.

Figures are not yet to hand, but it is clear that the number of launches and the hours flown will most certainly be down on the last two years, the lack of Westerlies being most marked. It is sad to think that this fact will also mean that launching costs will be higher for the year.

We have come to the end of our courses for the year, of which we have held twenty in all, the last being held in the last week in September. In spite of very poor weather, I think it is true to say that we have had satisfied customers again. Our gratitude for the success of these goes to John Harnden.

Keith Mansell is now Assistant C.F.I. to John Hickling, and we wish him good luck in this most exacting job, so open to criticism and so often taken for granted. We are confident he will be a success.

C.G.

NEWCASTLE

EVEN in the absence of soaring winds suitable for Carlton, flying has taken place on most week-ends. Good thermal conditions have been encountered, these providing Graham Garlick with a Silver C. Graham has done some excellent work on the Clubhouse and Dormitory in his capacity of Clubhouse Manager. The reasonable comfort of the Clubhouse is very much appreciated.

Using the full length of available ground, we have found that winch launches to 1,600 feet are possible and advantage of this has been taken to push ahead with flying training alongside the development of the site. A very welcome visitor was David Carrow, who sampled the site.

We would welcome visitors from other clubs, with or without aircraft, and we would like to point out that 500 km. flights to the South West are possible, especially when the Spring Nor'easters blow.

B.H.

NORFOLK (Tibenham)

WE have now added a Swallow and Tiger Moth to our Club fleet.

The Waveney Flying Group at Seething Airfield had an Open Day and the Tiger Moth went over to visit. Ernie Cunningham gave a fine aerobatic display in his Olympia and Alan Goodfellow made a very good attempt at an "out and return" flight.

We are pleased to report that Brian Short now has his C. We would like to apologise for the spelling of Joe's surname in the last issue: not Polensky but Podolski.

A Xmas party will be held in the Clubhouse on the 17th December and any member of other clubs will be made very welcome.

We are negotiating with the Norwich Aero Club to hold an Easter Rally at Swanton Morley.

M.R.C.

NORFOLK & NORWICH (Swanton Morley)

THE highlight of recent operations was an official visit to the Club by the Lord Mayor of Norwich, Mr. A. E. Nicholls, and the Lady Mayoress on Sunday, the 2nd October. The Mayor of Yarmouth also came in an Auster piloted by Mr. "Wilbur" Wright, a club member.

The Sheriff of Norwich, Mr. Alfred Warminger, our Club Vice-Chairman, flew with the Lord Mayor, Bill Reekie, C.F.I., flew with the Lady Mayoress and Norman Brett with the Lord Mayor's Secretary.

Demonstration flights were then given by Gilbert Burton in the Skylark 3, and Henry Stringer and "Mac" McLaughlin in the Olympia.

This was followed by an aerobatic display in the Skylark 2 by Alfred Warminger and the afternoon flying was completed by a glider formation display. Has this been done previously?

A simple series of "Vics", "Echelons" and "Line Asterns" was performed with the Olympia leading and the two Skylarks maintaining position by their pilots using the airbrake levers, in effect, like throttles. One of the trickiest parts was the rendezvous of three tug/glider combinations over the centre of the airfield at the right time and at the right height.

18th September was an excellent soaring day, we had the Skylark 2, Skylark 3 and Kranich in one thermal together, and the rate of climb of the Kranich, flown two-up, was about equal to those of the Skylarks.

The Norfolk Clubs are hoping to hold an Easter Rally next year.

W.B.R.

OXFORD

WE were pleased to welcome the new syndicate's Olympia IIb, resplendent in Sun-burst Yellow and Cirrus White (already called Lemon-Meringue Pie). This, our fifth privately owned aircraft, brings our strength up to eight.

Mr. and Mrs. Southam have "taken-off" with the Club's wishes for their future and the hope that they will achieve their "Silver", "Gold" and even their "Diamond".

Much experience of rigging and de-rigging our aircraft was gained as a result of the redecoration of our hangar, but the Sedbergh, for which no alternative shelter could be found, developed a rash of yellow spots in protest. The careful effort of a select group who devoted a miserable wet day to its restoration were well rewarded and the Sedbergh now enjoys with our other aircraft accommodation which is unsurpassed.

It is hoped that aero-tows will be more readily available during the winter months and most pilots should have an opportunity to become experienced in this form of launching. In a search for better launching economics, a retrieving winch is being developed under the direction of Johnny Womack.

A.S.

SCOTTISH G. U.

IN August certificate flights rated 3 A's, 3 B's, 3 C's and 1 5-hour leg; September brought 6 A's and 6 B's with assorted heights and no cross-country flights of note.

The plans for the new Clubhouse have reached Local Planning stage and approval is expected shortly, and upon the affirmative we expect that eight weeks later we should have a Clubhouse.

In September the Tiger Moth headed North at the request of the Aberdeen Club to provide a follow-up to the aerotow experience gained by the Aberdeen members at Portmoak earlier in the year. The Tug pilot was Bill Lawson (Treasurer), aided by Bill Shanks as ballast and prop-swinger. The return trip to Portmoak started as a race against the East Coast "Har" giving added interest to the outing.

The first North Wave conditions appeared on Sunday, 9th October, coinciding with surface levelling of the North runway by bulldozer; this latter caused the runway length to be shortened with resulting restrictions on winch launch heights.

Further complications were added by turbulent conditions and a persistent "Down-plus" in the approach, due to the unwelcome attentions of the wrong end of the wave. Pilots were therefore unable to use it.

It is hoped that this indicates the return of the annual wave season and a fine crop of Gold C heights or better.

Recent first solos have resulted in three lady members (Betty Jean McKellar, Valerie Wyles and Maureen McNaught) joining the ranks of the Tutor pilots, making a total of four ladies in this group.

W.A.S.

SOUTHDOWN

THE summer expeditions were rounded off by a trip to Lasham during August with the Club Olympia. Ron Walker, Geoff Creffield, Ian Agutter, Peter Chick and Peter Wildbur made up the party, and although most days produced some local soaring the weather on the whole was un co-operative, a reflection perhaps on the whole month rather than any part of it.

Peter Chick gained experience of his first aero-tows and all of us had flights in the school Swallow, a new and interesting experience.

Peter Wildbur landed away at Greenham Common near Newbury and was somewhat staggered to be met by a large American truck flashing a red light and labelled "Disaster Control".

At Firle, Mike Squires soloed on the Tutor during the August course and on the 15th October Tom Stewart and John Simeons gained their C's with ridge flights in the first north-easterly of the winter.
On the same day Geoff Creffield flew a far from easy five hours on the ridge in the Olympia.

We hope that the next north-easterly will be strong enough for us to get out the bungey so that we can practise this most enjoyable and neglected form of launching.

P.W.

SOUTH WALES

WITH forty paid-up members, a site at Caerphilly, 11,000 ft. above sea level and winter quarters at Machin and a club-made Ford V8 winch, we are almost ready to take the air.

So far our fleet consists of an S.G.38 and Tutor, and members are busy learning the do's and don'ts of ground handling, signalling, winching, etc. Some also fly at the Long Mynd and Nympsfield.

Plans are also afoot for a building to be erected on the site.

Membership details can be obtained from the Secretary, I. H. Shattock, 8 Rectory Road, Bedwas, Mon.

I.H.S.

SURREY

MOST people normally give up the idea of Gold C distances in September. Not so Don Snodgrass, who set off northwards on 15th September and landed near York, unfortunately missing the required distance by some 10 miles. On the same day Rocky Stone landed one field short on a 200-kilometer triangle.

George Burton took his Skylark III to Dunstable on the 25th to compete in the task (an out-and-return to Duxford) held in conjunction with the Aerobatic competition. In this he came third. Godfrey Harwood, Humphrey Dimock and Derek Goddard competed in the aerobatics but were unplaced.

Sunday, 9th October, was a dismal day at Lasham. It had rained continuously all the night and the boys in the Ritz bunkhouse woke to find about a foot of water on the floor. Shoes, socks and bags were floating around in a soggy mess. Fortunately a sense of humour prevailed and the poor person who decided that bed was the place, was unceremoniously dumped in the water.

Sunday, 15th October, Ray Brigden, a member of the "Soar-the-year-round" syndicate, No. 68, carried on the good work by being towed to Petersfield and soaring along the South Downs to Lewes and back.

Members and friends are reminded that any financial assistance in the buying of the airfield will be gratefully received.

Dates to remember: 10th December—Christmas Party at the Clubhouse. 17th December—Talk by the leader of III Squadron at the Clubhouse.

C.J.W.

SWANSEA

AFTER many months of hard work our T-31 two-seater made its appearance and was test flown on Saturday, 15th October. After three test flights, Ronald Mowbray, one of our founder members, was checked out and sent solo, thereby becoming our first member to gain his B certificate. He was closely followed by Idris Edwards and Graham Davies.

With the advent of the T-31, it can be truly said that the Swansea Club is now in business.

Great credit must go to Peter Hogarth, our Honorary Ground Engineer, for making a magnificent job of the T-31 conversion and modification, together with Don Garner, our C.F.I., who was always on hand to help him.

During the Summer months 1,500 launches were made in our T-21 and quite a few of our members enjoyed the thrill of soaring over the glorious Gower Peninsular. Some aero-tows were also made using the



Mrs. Abrahams celebrated her Golden Wedding by having her first flight in the Swansea T-21b with her son, the Club Chairman.

Swansea Flying Club's Tiger Moth.

Some interest, both local and national, was aroused when the mother of our Chairman celebrated her golden wedding anniversary by making her first flight in a glider. Her comment afterwards: "Wonderful—I must go up again—only higher and stay up longer."

Our "fleet" now consists of one T-21B, one T-31 and a Tutor, although it is felt that by next Summer a high performance sailplane will be syndicated by members.

F.H.A.

SWINDON

THE first report from this club appeared in the August issue and described the start of two-seater flying at South Marston on 22nd May.

Since that date 1,000 launches have been exceeded and first solos made by Messrs Burton, Macpherson, Gosling, Hill, Ricketts, Wyld, Palmer, Keogh and Maxfield.

Our best wishes go with Mike Pa mer, about to em grate to Australia—his expert tow-car driving and V.8 knowledge will be sadly missed.

We have been pleased to receive expeditions from the Coventry Club with an Olympia and Prefect. Their help with instructing was very much appreciated during their visits. Incidentally, we expect delivery of our Olympia in February.

The parachute sub-section have been very busy completing 163 jumps. So far 42 people have taken the training course.

On the social side, the first Annual Barbecue was a success—indoors! Rain fell continuously from 4 p.m. and Social Secretary Sam Colborne saved the day by throwing open his house, Redlands Court, for the 300 guests.

A Christmas Party will be held on Friday, 16th December, at the Clubhouse—Visitors welcome.

M.B.H.

TAUNTON VALE (Devon & Somerset)

THE season over, we have totted up our certificates gained. Twelve B's and nine C's, which is reasonably good progress. Reg Chubb and John Fielden completed the furthest cross-country flights, the former to Crewkerne, narrowly missing his Silver C distance, and the latter to Salisbury. Membership continues to increase rapidly.

Audrey Kelsey, a flying member with a C certificate, has very kindly donated a Trophy to be awarded annually to the pilot who flies from "home" to Exeter in the fastest time in a Tutor; two members have already descended upon Exeter airport, trying to land inconspicuously in remote corners of the drome. John Pomeroy at present holds the record with a time of just under an hour.

An "honourable mention" must go to John Hancock for building a compact open trailer, then travelling 400 odd miles with same to collect our new spoiler-fitted Tutor from Northampton.

Our hard-working C.F.I. Sam Tolman must hold the all-time record for C.F.I.'s. He hasn't missed a single week-end's flying since the Club started over three years ago! We are greatly indebted to him.

M.A.K.

YORKSHIRE



Chris Riddell, C.F.I. of the Yorkshire Club, married Anthea Pulleyn on 24th September in York. The Best Man in the background is Jack White, the Club Secretary.

SERVICE NEWS

ARMY

THE Club has had a satisfactory year. A Skylark IIIF was delivered in May, thanks to the generosity of the Nuffield Trust for the Forces of the Crown, who gave it to us. Ted Stark flew it in the Inter-Services Championship and came seventh.

On 31st July he took off from Odiham and landed at Seaham in County Durham, 250 miles. By midday the following day it was back at Lasham being rigged and was then flown by Jack Ramsden to 22,000 ft. Jack Ramsden has thus done all his Silver C legs, his Gold C and Diamond height since the beginning of May this year.

In the same week John Corbett completed his Gold C by doing the height leg in the Eagle, having earlier been over Gold C height three times with second pilots on board.

Ben Watson who, like Jack Ramsden, had just completed his Silver C, also did a Gold C height with a climb to 16,000 ft. in the Olympia 2. Apparently he discovered that you can climb in a spin.

Towards the end of August Dimitri Zotov climbed to the Gold C height. We congratulate Ted Shephard on winning the Individual Championship at the Inter-Service Championships.

The Club now has over 360 members, of these 35 are R.N. and 50 R.A.F. This shows the "combined service" aspect, which trend seems common today in most Service clubs.

We have sent our Skylark II to the Long Mynd for the Winter and we hope our members and those of the Surrey Club will give it plenty of work.

C.G.D.

BANNERDOWN (Colerne)

At long last, during the brief periods when power flying is not taking place, voices penetrate the air over Colerne airfield indicating that yet another gliding club is born.

Our thanks go to Plt. Off. John Prince and Jim Dean for giving many of our members their first gliding experience in our T-31.

Our fleet also includes two Tutors, an Eon Baby, with a Sedbergh to come and later we hope if things go well, an Olympia.

Unable to use winches due to airfield restrictions, we tow off the runways with an ancient but trustworthy old Humber and find we can make 1,400 feet in reasonable conditions.

Serving also the local R.A.F. Units of Melksham, Rudlow Manor, Hullavington and South Cerney, our membership is now well over the hundred mark.

Sqdn. Ldr. Ron Grant, who put so much work into getting the Club started, unfortunately was posted even before we had the first aircraft airborne. We now hear that Plt. Off. John Prince will soon be on his way.

We welcome visits from members of adjacent clubs, but would warn any would-be cross-country types that we are liable to have Hastings flying seven days a week.

F.P.

EAST ANGLIAN (Duxford)

Poor weather and R.A.F. exercises have rather curtailed flying. We have had no outstanding cross-country flights since August, when John Delafield completed his Gold C with a flight from Frome in Somerset to Ludham, near Potter Heigham, in Norfolk. He finished up the trip in the sea breeze clearance zone, scratching between 600 and 1,000 feet.

Nobby Clark made several good cross-country flights from Netheravon, and Dan Delap took the Olympia from Duxford to Grimsby, getting Gold height en route. Jim Frame has beaten all our records, staying up for 23 mins. and reaching 1,800 ft. on his third solo trip.

We have been busy rebuilding a Cadet Mk. 1, which is now completed and earmarked for Cyprus. The Eon Baby is due back after repairs and a private syndicate has bought a Kite II. The Skylark has gone to Kirkbride for the winter wave soaring project.

D.V.D.

EAST YORKSHIRE (Driffield)

On the 11th October the Club celebrated its first birthday. During the year our accommodation has been twice moved and we are now settling down in what we hope will be our final offices stores, clubroom and hangar area.

We started with one Wild winch, a T-31 and a lot of enthusiasm. We have ended our first year with two Wild winches, three road vehicles for retrieving and auto-towing, one trailer and five aircraft, these being the faithful T-31, T-21, Cadet, Grunau and Olympia.

We have carried out 2,773 launches accounting for 260 hours 52 mins flying. Virtually all our members have been taught from the "ab initio" stage and we have awarded 26 A certificates, 26 B certificates and 17 C certificates.

Since our last report Graham Garlick landed here from Newcastle in his Kite I to complete his Silver C—congratulations, Graham. Congratulations to the following members of the Club in gaining certificates: Mr. Chester and S. A. C. Quinn A and B, and Group Captain Frogley, Mr. Chester Chf. Tech. Christie Cs.

Finally we would like to thank all visitors for their advice and especially Chris Riddell and Henry Doktor of the Yorkshire Gliding Club for their help and wonderful hospitality.

R.T.B.

FENLAND (Marham)

The main event since we last appeared in these pages is the 30,500 ft. altitude climb by Gordon Rondel, which was fully described in the last issue.

The day after Gordon's trip Ian Strachan declared Merryfield (300 km.) but ground to earth at Trowbridge. The Olympia was retrieved to Upavon by the Moonrakers Club, and a tow back to Marham was arranged the following day. A splendid example of inter-club co-operation.

Barry Gould and Gordon Rondel represented us at the R.A.F. Championships at Odiham. Tony Bloomfield did 4½ hours in the Olympia but landed because he thought he had done five.

The majority of our instructors have found themselves on detachment abroad for periods of up to six weeks, but Pete Kevan and John Thompson were able to

hold the fort meanwhile. John Dack has joined us from Moonrakers.

Training in the Sedbergh has been going on steadily and recent solos include Bernard Kirkbride, John Andrews, Pete Symes, Cpl. Hollister and Ray Holt.

We hope to participate in the Kirkbride Wave Project and John Dack and Pete Kevan are muttering plans about the Mynd Wave Safari.

From the flattest flat site of them all we wish winter wave projects all success!

I.W.S.

FOUR COUNTIES (Wittering)

We welcome Wing Commander Chinnery as Chairman and thank Squadron Leader Ware for all the time that he has devoted to the Club. We wish him every success in the formation of the new "White Rose" Club.

Flt. Lt. Gordon becomes Club Secretary in place of Flt. Lt. Brooke. Our team of instructors has been fortified by Flt. Lt. Gordon, Flt. Lt. Hayward and John Teesdale again, whilst Stephen Hart has been recategorised to a "B cat.".



We heard very sadly that Eddy Hodges suffered a fatal bathing accident in Cyprus this September. Eddy worked very hard and his infectious enthusiasm for gliding seemed untiring.

In August Flt. Lt. Bradbury reached his Gold height with the aid of a Cu. Nim. Silver C's have been gathered by Flt. Lt. Brooke, Stephen Hart and John Teesdale. C's have been attained by Malcolm Gorly, Robin Teesdale, Ron Turrell, Ron Coleman and "Smithy". Taffy Evans and Les Prowse managed to get their A, B and C all on the same day.

Stephen Hart flew to Faldingworth to earn a Silver C leg and Flt. Lt. Brooke flew 80 miles to Kidlington at Easter to complete his Silver C. John Teesdale went to Elstree and completed his Silver C in the C.U.G.C. Olympia.

G.H.M.

THE GRASSHOPPERS (Wattisham)

This report marks the completion of our first full year. Unfortunately, we are losing several useful members due to 111 Squadron giving up its aerobatic commitment.

During the six months April-September we logged 2,758 launches and 309 hours 56 minutes flying time.

We now have a new Olympia 2B and T-21 to add to our Gull IV, T-31, Tutor and Grunau. We launch by auto-tow and winch and also have the occasional use of a Chipmunk for aero-tows. The Humber staff car we bought for auto-towing serves us very well, mainly due to the excellent efforts of our M.T. member, Senior Tech. Moss Young.

Our aircraft are well maintained by our equipment member, Corporal Don Keena ably assisted by Lofty Hellister.

Silver C's have been completed by Peter Wilby, who got his height and five hours in Wattisham thermals, Howard Houldey, during his visits to Nympsfield, and our C.F.I., Flight Lieutenant Chas Boyer, who had 7,000 feet over Cromer. Cpl. Bill Swash and Harrison "Flavis" Hamer, our tame American, also gained their Silver C heights.

Three of our lady members have gone solo, including 16½-year-old Judy Oldroyd. Sonia Phillips, our first lady member, has gone to Laarbruck.

L.A.B.

MOONRAKERS (Upavon)

In September, at the request of the Royal Naval College, Dartmouth the Club organised a gliding week for 11 cadets at R.A.F. Wroughton.

The cadets averaged 24 flights each and three qualified for their A and B certificates. During the week Geoff Chandler flew northwards in the Olympia IIB for an attempt at Gold distance. Unfortunately he touched down after 153 miles.

Nine months from start to Silver C (subject to confirmation) puts Cpl. Tech. (Taff) Thomas in the lead for the Novices Trophy.

Hill soaring at Huish (thanks to Neil Swanton) has again produced a number of soaring hours. John Willie has also successfully started bungey operations from the top.

The Kite I has regretfully been retired from the fleet after 25 years of flying. The Olympia 419 has left for the winter wave project and several members are now making plans for the trek up north.

All gliding types are welcome, but don't approach from the south-west. The Army characters own that air space as a flying area.

E.R.

PHOENIX (RAF Brüggen, Germany)

The weather in August and September was not very kind to us. The airfield took on a swamplike appearance, complete with miniature lake, and the days were cold and wet. Despite this we flew over a thousand "sorties", totalling 130 hours in the process.

On 7th and 19th October Chris Smith celebrated qualifying for his A and B.

On 18th September Miss Patricia Vickers soloed in the Grunau. Others to solo during the late summer have been Malcolm Simpson, David Parslow, Michael Mallock, Wing Commander Edwards and Major Browne.

Dave Parslow went on to get his C a short while afterwards, along with John Hudson, both in Grunaus and almost in the same thermal. Doug Allan is now passing on his skill as an instructor; he got his Category in September.

The season is virtually finished: the thermals have been and gone. We have broken all previous club records; the hours and launches being far in excess of anything before.

R.L.C.

OVERSEAS NEWS

CANADA

A SASKATOON Club was recently founded by several members of the Regina Club. A Bergfalke two-seater has been ordered as a trainer.

BUCKINGHAM.—Three members have been working on home-built aircraft. Mirko Kukovica test-flew his Cherokee II early in September and finds that it soars very well. This type is finding great favour in Canada as well as in the U.S., but Mirko's is the first one flying in eastern Canada.

The Club owns three Schweizer gliders—1-19, 1-20 and 2-22—and a Tiger Moth tug.

CU NIM CLUB, ALBERTA.—The Club is back to winch launching, the Auster having lost its prop and over-revved. A bright spot is a ready supply of 0.083-inch piano wire which is sold cheaply by oil drillers after they have used it. On Sunday, 26th September, Bill Thudium test-flew his home-built Briegleb BG-12A, which performs well. A meet held on the Labour Day week-end attracted entries from Edmonton, Red Deer and Regina. A little wave soaring was done.

NEW BRUNSWICK.—We hear that some effort is being made to start a gliding club in Moncton. At the moment there are no gliding operations in the Maritime Provinces.

GATINEAU, OTTAWA.—Norm Tucker completed a 200-km. triangle at the Labour Day meet. There were five competing sailplanes.

MONTREAL SOARING COUNCIL.—The best flight of the year from Hawkesbury was made on 12th August, when Dave Webb soared over 300 km. to a point beyond Levis, P.Q., in the Skylark 2. Dave had made a 300-km. goal flight in the same sailplane on 20th July, during the Nationals, when he reached Elmira, N.Y., from Brantford.

D.K.

HOLLAND

THE first half-year totals show an increase in the total number of flights (without those of the national centre Terlet) from 30,595 to 35,191, and 4,205.23 flying hours to 4,969.15 flying hours in the same period of 1960

First-ever cross-country flights were made from Leeuwarden and Haamstede on the 19th August, when Ed Van Bree flew 353 km. in a Skylark 2 and F. Brackel did 106 km. in a Grunau Baby.

These flights were remarkable as the field is situated right behind the dunes one mile from the North Sea.

J.Th.v.E.

NATO (Fontainebleau)

WITH a membership of 107 drawn from the three Services (and families) of six nations, flying under les Regles francaises, this truly international club is flattered to be asked for notes.

Our only excuse for accepting the invitation is that we can use a line to invite any Continental-touring types to break their next mad dash down the N5 ten miles S.E. of Fontainebleau and look in at Moret-Episy for a thermal and/or tipple.

We operate as a GLIDER/motor club under the guidance of a French President, C.F.I. and two assistants. Recently a Belgian member, Marynus Baeke, became the first foreigner to measure up to the exacting S.F.A.T.A.T. (Service de Formation Aéronautique de Travaux Aériens et de Transport) standards after five weeks at Challes-les-Eaux and is now our fourth instructor.

Most of our equipment has been loaned or generously donated by the NATO governments—eight powered aircraft, of which two Moranes and one Stampe SV4 are used mainly for aero-towing, and six true aircraft.

Our two-seaters are a French C800, a T-21b and a Schleicher Ka7, whilst for the solo brethren we have a Castel 301, a Nord 1300 and a Ka6. Currently we are purchasing a vhf and oxygen equipped Javelot for use in the wave at Issoire this winter.

Apart from the bejewelled Gold of Tony Goodhart, no certificates above C are held by our U.K. 9 per cent. However, now that Tony D.-D. is in Paris perhaps he will add dignity to our proceedings from time to time; certainly something must be done to keep up the U.K. score amongst the 16 C's, 7 Silver, 4 Gold and 5 Diamond holders who currently climb above the Fôret de Fontainebleau.

D.H.S.

U.S.A.

LONGEST flight in the U.S. so far in 1960 was made on 2nd July by Diamond C pilot Joseph C. Lincoln in his stock Schweizer 1-23D from Prescott, Arizona, to near Variadero, New Mexico: 455.5 miles. Duration of the flight was nine hours.

It was an attempt at the world distance and goal records in the exceptional thermal conditions of the great southwest. The flight will undoubtedly earn for Lincoln the Lewin B. Barringer Memorial Trophy for 1960, awarded for the longest distance flight made other than at the Nationals.

"Soaring" magazine with a special "Canadian News Section" is now being distributed to all 360 members of the Soaring Association of Canada. S.A.C. has decided to discontinue its own "Free Flight" for the time being.

L.M.L.

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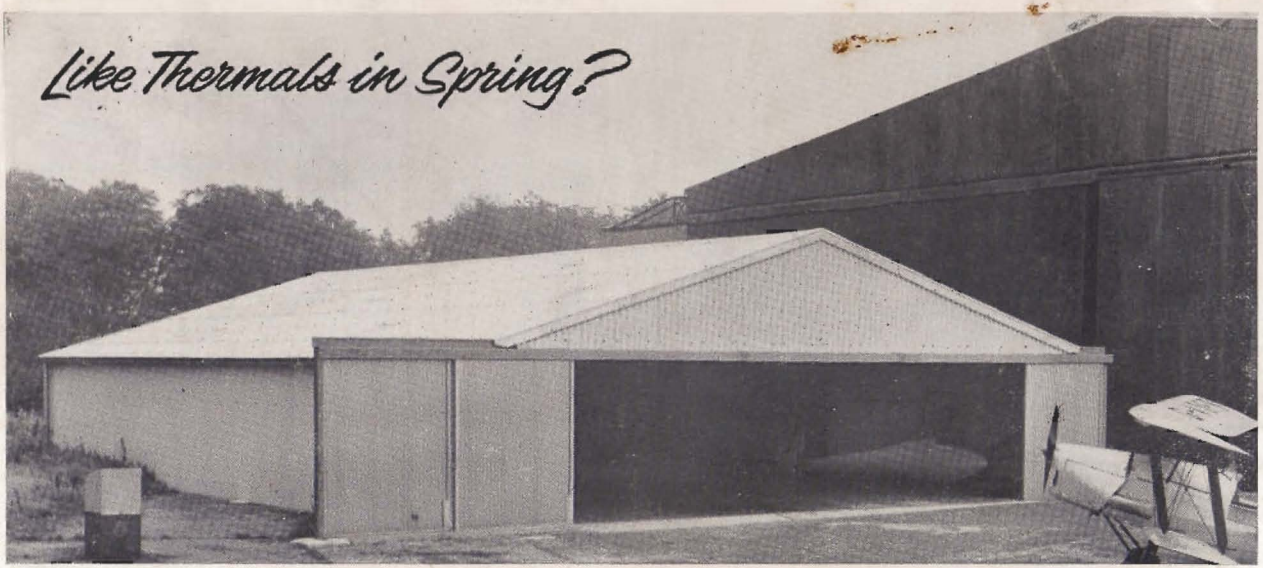
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