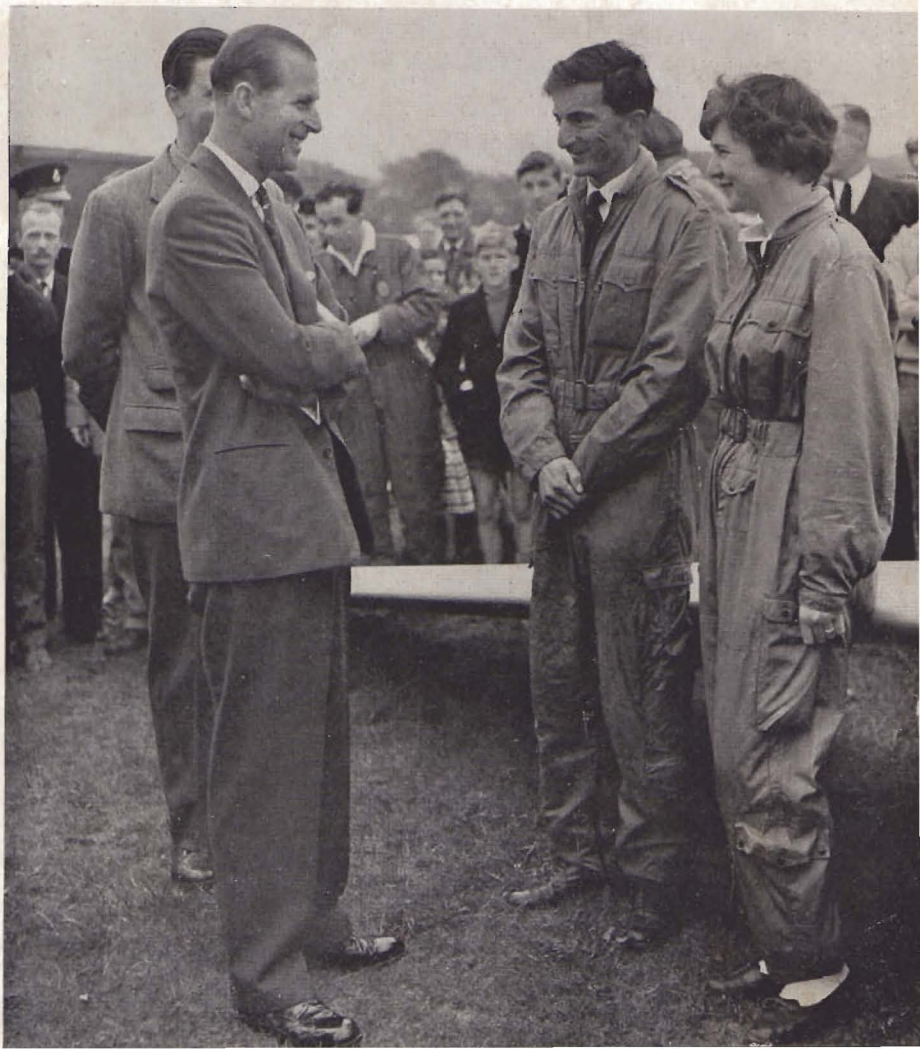
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SAILPLANE AND GLIDING

OFFICIAL ORGAN OF THE BRITISH GLIDING ASSOCIATION

Published by the British Gliding Association, 19 Park Lane, London, W.1
HYDE PARK 3341

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Vol. XII. No. 4 August 1961 Bi-monthly

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On June 18th a Swallow flown by STEWART WALLER covered a distance in excess of 300 km. from the LONG MYND to YARMOUTH.



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The Ten Days of Lasham

by John Williamson

On the First Day of Lasham Ann Welch said to us . . .

Thruxton-Welford-Lasham

THE blue thermals were plentiful but weak and I was glad to share the going with Wally Kahn and Doug. Jones until Welford. At this point Philip Wills joined us, and I was in the fortunate position of being able to use a thermal a little longer than the others, being a few hundred feet higher to start with. The next thermal gave me an 800-ft. advantage, a thermal which Philip had found over Newbury. I found the last one myself, 3 miles north of Basingstoke, at 900 ft., whilst Wally and Philip arrived too low, and landed there. After taking lots of extra height, the final glide was fast and very satisfying. Elapsed time for this "race" was just under four hours. After some pairs-flying trials with David Ince last summer I had thought that such a technique might only apply on good days, but I think it may be just as useful on a day such as this.

* * *

On the Second Day of Lasham Ann Welch said to us . . .

Free Distance after Benson

The tricky bit was to Benson, with the Goring area as unhelpful as ever. Twice down to 1,000 ft., the climbs back up were very slow, and much ground was lost. Eventually a cast towards the east, over the Chilterns, provided better going and I turned Benson after two hours.

The big decision now was—where next? By my reckoning I should be able to get to East Kent *in the time available*, so I set off with a following wind to get round London to the south. For 30 minutes I didn't circle at all, ducking under two airways using street-lift, sometimes at 80 knots. By Midhurst I was 1,000 ft. higher than at Reading and under a good cloud which took me to 6,000 ft. The next phase, a cross-wind leg round the London Terminal Area, and always under airways, was on. Eventually thickening haze from London reduced visibility so much that maximum altitude *had* to be the base of the relevant airway, and the next clouds could scarcely be seen at all. This caused me to fly into the blue near Rye, and waste valuable height looking for thermals in the dead air of a sea-breeze zone that included all of East Kent. Roger Mann did better by going to the south-west, but, viewed from Benson, I don't think either decision was necessarily the best one. Total distance 128 miles in 5 hrs.

* * *

On the Third Day of Lasham Ann Welch said to us . . .

Race to Dunkeswell

This turned out to be Wally Wallington's day of ashes, for all his blue thermals turned dark grey, spread out, and made things next to impossible beyond Shaftesbury. It says a lot for the patience of the British glider pilot that anyone got there at all, but there was quite a bit of excitement for some of us. I made sure of mine before I even took off, by drawing the line to Upottery instead of Dunkeswell. After taking a safety margin of 500 ft. I was happily gliding it out when at last the awful truth dawned. The calculator was dead right. I passed Upottery at 500 ft. and had four miles to go. Dunkeswell is on high ground, with steep valleys to the east, with no good landing fields that I could see. The last valley gave a little hill lift and I was boosted over the upwind boundary so that I even had enough height to turn into wind after crossing the line! Mick Kaye's arrival some minutes later was far more exciting. We lost sight of him as he gathered speed for a last desperate heave over the hangar and some power wires, and then landed downwind across the line. Tony Deane-Drummond was even lower, and had to enter the airfield by the south-west gate, and was unable to get back as far as the line.

* * *

On the Fourth Day of Lasham Ann Welch said to us . . .

Distance through Perranporth

Again the weather foxed us, this time in the opposite sense, and made nonsense of the task, which could have been the most magnificent 300-km. race imaginable. Con-



Jerzy Adamek (left) who came from Poland as guest of the B.G.A. to fly in the Championships, and Roman Zabiello, who came with him as crew.

(*Courtesy of "Flight"*)

ditions over Dartmoor, and thence to Land's End, made Adamek dream of home! I landed at St. Just at 4 p.m., and warned the controller there that he would soon be having more visitors, but five others sneaked an advantage by landing in some fields three miles away. In the 30-knot surface wind was it wise to risk the aircraft with so much at stake in the next six days? I thought not, but I already had a good lead at this time.

* * *

On the Fifth Day of Lasham Ann Welch said to us . . .

Out and Return—to near Wantage

I thought I had left it too late when the clouds spread out and rain was falling in the distance. Weak thermals eventually got a few of us high enough to start in the proper style, and I decided to skirt the leading edges of the large cumulus and try to use the smaller stuff apparently being triggered off by the down-currents, which were marked, I hoped, by the rain. I think many people came to grief by being tempted into the darkest areas under the already-dead cumulus. Avoiding this trap, I made good time to Wantage and found the markers without difficulty, but one's map-reading had to be spot on. On the way back I used a cloud as soon as I was clear of the airway and got enough height for a long glide home. I avoided excessive down-currents by using the technique already described, and arrived over the line at the calculated 60 knots.

On the Sixth Day of Lasham Ann Welch said to us . . .

Race to Perranporth

There were some very tired faces by now, and great was the groaning as this sentence was passed upon us! My crew were very good, and even declared themselves fortunate in being able to go to Cornwall again at someone else's expense!

I was one of the first away, I think, and soon found conditions so reliable that proper cruising speeds could be used. I took the route south of Blackmore Vale, and was doing so well that it was a nasty shock to discover myself getting low over a Devon village just north of Sidmouth. The village sent up a thermal just in time, and all was well. I didn't even see Dartmoor this time, coming out of cloud at Harrowbeer. From there it was straightforward to St. Austell, where the last clouds and thermals were to be found over the clay workings. A final glide from 3,500 ft. was completed in clear air. Fred Breeze told me that the clouds had been receding eastwards all afternoon, and later arrivals had to glide from greater heights. The last one in, Humphrey Dimock, had taken 7,000 ft. from beyond Bodmin. My time was 4 hrs. 14 mins., well outside the record for the "milk-run".

* * *

On the Seventh Day of Lasham Ann Welch said to us . . .

Take a Rest

On the Eighth Day of Lasham Ann Welch said to us . . .

Welford-Thruxton-Lasham

Another day when it felt as if the overcast would never clear. Oddly enough, when it did, I found that things got more difficult, and nearly came unstuck at Thruxton. Things got better for the last leg, and I had no more trouble, even working up to 600 f.p.m. in the last thermal.

* * *

On the Ninth Day of Lasham Ann Welch said to us . . .

Distance through Bideford

After the briefing I pencilled in on my map all the north-facing slopes on the route to the west. Conditions were not too bad, though, and I only got low once, over the first of the hills, just east of Salisbury. The convection west of Salisbury seemed to form a regular pattern as far as Taunton, where the cloud cover finally broke up and allowed small streets to form across the track. There seemed no doubt now that Hartland point would be reached with time to spare, but I pressed on hard in case a sea-breeze in the Taw-Torridge estuary caused trouble. When I got there I found that convection was going on even over the sea, and I flew out over Barnstaple Bay to test one or two likely clouds and found weak lift under each.

When I arrived at Hartland, Bernard Thomas was already there and about to land his Sky in a good field a mile or so from the cliffs. He had been as far south as Exeter, and told me that he thought he had done the wrong task when he got to Hartland and found no one there! He was not left in doubt for long, as seven others eventually landed in a field on the cliff top.

* * *

On the Tenth Day of Lasham Ann Welch said to us . . .

Out and Return to Upavon

We calculated that I had only to complete the course in order to win the Championships. These things have always been won by the pilot who didn't commit any major blunder and so far I hadn't. This day had several moments when I thought that perhaps I would fail.

First of all, my sun-glasses fell to bits after take-off. Then I discovered that my map was in the compartment behind my head. The barograph was only just fetched in time, and I didn't have my orange squash! The only serious thing was the map, but the rules said that a map must be carried, not that it must be used. I knew the route well, so decided to press on. I could get the map out if I really had to. The other things were not important, but they added to the feeling that to-day nothing would go right.

In fact, everything went very well indeed. Excellent thermals got me to Upavon in 50 minutes, and the return journey took only ten minutes longer. I can hardly describe my feelings as I flew the last few miles, with unexpected thermals giving me more and more spare height. The final dash across the finish line came as a grand climax to more than 1,000 miles in the ten days, and to 13 years of gliding since I first climbed aboard an SG-38 in Germany.

* * *

Tactics? I always got going as early as possible, whether the flight was a long-distance one or a short closed-circuit race. This paid off very well, as the various encounters with sea-breezes and over-clouded skies proved. Even if conditions do not deteriorate it is always a great morale booster to be first at a goal, and morale is

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undoubtedly an important factor in such intensive flying.

Troubles? My worst moment was five days before the contest began, when we rolled the entire outfit over a hedge into a field. The glider was not harmed at all, though the van and trailer needed fettling.

Thoughts? One must gain experience in all weather conditions and attempt tasks on poor days as well as on good ones. For example, I am happy to pay for long hours soaring the Wiltshire hills so long as it gives me experience of catching thermals at low altitudes.

I must, of course, record my gratitude to my crew, who never seemed to get upset, never complained, and always got me back rested and ready for more.

Dutch National Championships

THE Competitions were again held at the Terlet Gliding Centre from 20th May to 3rd June. On the opening day pilots had the opportunity for practice flying, and on 21st May poor weather prevented a task being set.

22ND MAY.—Task: Out and Return Winterswijk, 115 km. Weak thermals and low cloud base made this a difficult day, as cloud flying was prohibited; however, Miss Hetty Amade set up a new feminine record by completing the task, and now holds nearly all Dutch women's records. Poor weather and no task on 23rd.

24TH MAY.—Task: Distance through Boberg (Hamburg). Again weak thermals, low cloud base and poor visibility made this a difficult task and only one pilot reached the goal. Rest day on 25th; bad weather on 26th.

27TH MAY.—Task: Race to Beek, 128 km. Very convective with strong thermals, cloud base 3,600 ft. Part of the course was covered with 8/8 cloud, whereas other parts were void of cloud. Hetty Amade set up a record for goal flight.

28TH MAY.—Task: 300-km. Triangle, Gilzerijen-Beek-Terlet. Good thermals, but large showers prevented anybody completing the task.

29TH MAY.—Task: 200-km. Triangle. No contest day.

30TH MAY.—Task: Free Distance. Good thermals in the morning, cloud base 4,500 ft., but later in the day 8/8 cover over Belgium. Two pilots, van Bree and A. Breunissen, reached their goal of 502 km. distance to Deauville in France. Miss Amade landed 465 km. away, thereby gaining yet another feminine record for distance. The 31st was a rest day for "return transport".

1ST JUNE.—Task: 100-km. Triangle, Bathmen-Ulft-Terlet, 109.4 km. Very poor thermals with low cloud base; time of launching was very important and depended rather on luck, which changed the final results in a few cases.

On the 2nd and 3rd June no tasks were set. During the contest, in which 23 pilots took part, a total distance of 16,943 km. and 462½ hrs. were flown. The task-setting was excellent, but unfortunately the weather did not come up to scratch, thereby reducing the contest days to only six.

Leading Final Positions

	Pilot	*Sailplane*	*Points*
1.	A. Breunissen	Ka-6	5,183
2.	Hetty Amade	Ka-6	4,427
3.	E. F. van Bree	Sky	4,350
4.	S. W. Andreae	Ka-7	4,168
5.	J. Krols	Skylark III	4,165
6.	G. J. Ordelman	Sagitta	4,115
7.	R. Breunissen	Ka-6	4,029
8.	H. v.d. Salm	Skylark II	3,560
9.	J. Minoli	Skylark III	3,066
10.	L. Lueks	Skylark II	2,987

— V. G. —

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Championship Weather at Lasham

ONCE again late May has proved to be a good choice for the Nationals. Weather statistics over the past hundred years have revealed this period of the year to be the most favourable for anticyclones to persist near the British Isles, and of these anticyclones about thirty per cent bring air from the north-east across Southern England. Although such situations often mean that convection is limited in depth, they probably provide the optimum conditions for Championship flying from Lasham. Of course, they bring complications in the form of low stratus from the North Sea, complex patterns of stratocumulus or higher cloud cover, and smoke haze. Furthermore the depth of instability is liable to oscillate across the narrowing margin between useless and adequate heights for cross-country soaring, and, to illustrate the steadily rising standards of championship flying, it is interesting to note that although most of those competing or working at Lasham appeared to leave the Championships with the impression of having enjoyed a ten-day spell of fine weather, as far as the general public in S.E. England were concerned the period was rather dull and cool on all except the first and last days.

But although these subtle variations complicate life for both meteorologist and task-setter, it is usually possible to devise some sort of task worthy of championship pilots. In contrast, a westerly type of weather situation with a succession of fronts or depressions crossing the British Isles often rules out all hope of soaring on several successive days, or brings conditions wherein luck allows a few pilots to make spectacular flights while the remainder have no chance at all.

Of course, it is quite impossible to predict whether or not any particular year will enjoy such good conditions as we have had for the last few Nationals, but late May is still the statistically optimum period.

C. E. WALLINGTON.

THE NATIONAL GLIDING CHAMPIONSHIPS, LASHAM

13th to 22nd May, 1961

NOTE.—*We are indebted to Mr. C. E. Wallington, chief meteorologist, for the daily weather charts and the accompanying notes on each day's weather included in this report. The forecasting was shared between him and Mr. J. Findlater.*

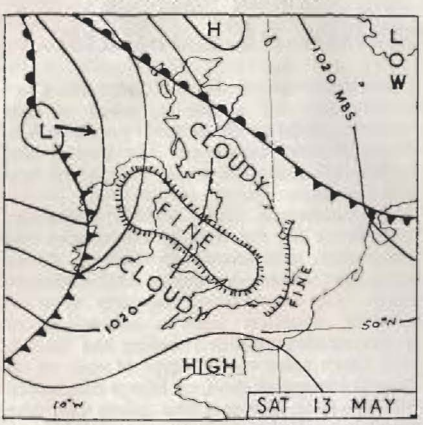
RECORDS were set up at this year's Championships: a World record for the number of entries and a British record for miles flown. Entries numbered 50 in League 1, plus two *hors concours*, and 45 in League 2, making 95 official entries in all. League 1 flew 32,340.9 miles in the first eight of its nine contest days, and League 2 14,688.6 miles in its eight contest days. Total mileage must be over 50,000.

Twice round the Earth is 49,803.6 miles.

Totals for previous Championships were: 1959, 28,822 miles; 1957, 27,133 miles.

Another record—whether for the World or for Britain only we are unable to say—was that every day was a Contest Day.

Saturday, 13th May



SATURDAY, 13TH MAY.—*A ridge of high pressure extending from France northwards to the Shetlands began to collapse as a trough of low pressure approached the British Isles from the West. Cirrus cloud covered much of England, although a tongue of somewhat clearer sky conditions (outlined by the* FINE *area on the map) crossed Lasham from the north-west during the day.*

With the sunshine reduced by this cirrus and convection limited in depth to about 4,000 ft. above m.s.l., thermal soaring was difficult. Winds at flying levels were light N.W.'ly at first, but backed gradually to S.W. during the day, so that cooler and moister air from the south coast arrived at Lasham behind a weak, almost imperceptible sea-breeze front late in the afternoon. Although there was some weak lift at low levels in a narrow band along this sea-breeze front, the over-all effect of the arrival of the cooler air was to make thermal soaring even more difficult late in the afternoon.

In the morning Mr. Peter Thorneycroft, Minister of Aviation, opened the Championships, congratulated Lasham Gliding Society on obtaining security of tenure at last, and took his first flight in a glider. As only the afternoon was left for a task, League 1 alone was given one.

LEAGUE 1: Race round 100-km. triangle via Thruxton and Welford.

The course was 25 miles westward against the wind to Thruxton, 20 miles N.N.E. to Welford, then 25 miles S.E. to Lasham—63 miles in all. But though the wind was weak, the "dry" thermals, though plentiful, were weak, too, so it was as difficult to progress against the wind as if both wind and thermals had been strong, and only 13 exceeded the 20 miles to Andover which was the minimum scoring distance. Of these 11 reached Thruxton, six passed Welford, and only one, John Williamson, got all the way round, establishing a lead which he kept throughout the contest.

Only the thermals from Andover town reached the forecast inversion height, according to George Coatesworth, who said they actually broke through the visible inversion, which was 1,000 feet lower; he should have gone back to Andover after

the Thruxton turn, he says, instead of trying to push on. Williamson was accompanied most of the way by Wally Kahn and Philip Wills, and says it was the only day he was helped by others (and helped them) to find thermals. But they fell out of the bottom of his last thermal but one. He took off at 14.08, crossed the starting line at 14.22, passed Thruxton at 16.15½ and Welford at 17.11, and landed back at 18.15 to make the latest landing of the day. A. J. "Rocky" Stone, who had first launch of the day at 13.28½, was longest airborne, landing just past Welford at 18.00.

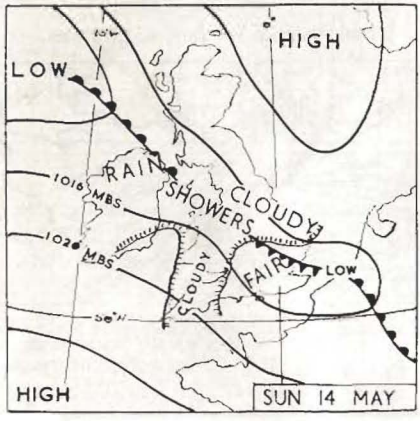
As it was a poor day, in accordance with the new B.G.A. competition rules the winner got only 320 points instead of 1,000; 64 of these were for speed and 256 for distance.

League 1, Scoring Flights

Pilot	*Take-off*	*Start line*	*Landing*	*Points*
Williamson	14.08	14.22	18.15	320
Wills	14.09	14.46	17.50	223
Kahn	13.35	14.26	17.55	215
Jones	14.11	14.28	17.52	187
A. Burns	13.45	14.40	18.05	156
Stone	13.28	14.34	18.00	133
Shephard	13.32	13.35	16.20	127
Cretney	14.26	14.41	17.40	103
Burton	14.29	14.48	17.25	65
Coatesworth	14.03	14.25	17.20	59
Kearon	13.37	14.28	17.47	24
Piggott	14.01	14.42	17.10	9
Dimock	14.10	14.22	15.45	9

Total distance for day, 564.8 miles.

Sunday, 14th May



SUNDAY, 14TH MAY.—*Although the narrow trough of low pressure extending south-eastwards across England produced dull weather over most of the British Isles, S.E. England remained relatively clear. Thermals in the south-east, however, were still limited in depth to about 4,500 ft. Benson, as a point from which to select a route for free distance, was chosen partly with the avoidance of controlled airspaces in mind and partly because of the divers possibilities from there on. With moderate N.W.'ly winds on the route to Benson, the easiest course was obviously to return towards the south, but towards the north-east convection became deeper and winds backed quickly to S.S.E. so that there appeared to be equal chances of making longer distances towards the Norfolk coast. To the north there was also the slender chance of contacting the deep shower clouds which formed early in the day. With the variability of winds over England, the distribution of smoke haze was also more complicated than usual.*

Between briefing and take-off it was announced that the winds were veering slightly quicker than expected on the Lasham-Benson sector, so arguments for returning towards the south strengthened. However, there was still deeper convection though more cloud in the north. Unfortunately for those who tried the north and north-easterly directions, overclouding and the effects of haze produced an unsoarable gap too wide to cross.

LEAGUES 1 AND 2: To Benson and Free Distance beyond.

The 30-mile northward route to Benson turned out to be more or less upwind, and specially bad for thermals up the Thames Valley from Reading onwards, where some pilots reported clamp. In fact, more than half of League 1 and all but three of League 2 failed to get there. Those who did were faced with a choice of which way to turn.

Only two turned S.W. and they made the longest flights of the day in each League. Roger Mann, who was first to arrive at Benson at 13.10, says that only then did he decide which way to go, after a look around the sky, though he had sent his team to Salisbury. This was where David Kerridge of League 2 landed. There were good cumulus all the way to Torquay, Mann said, and he kept going longer than anyone else, landing at 18.23 after just 7¼ hours in the air. A report from Somerset stated that

cumulus there were excellent and going up to 10,000 ft. Stuart Waller flew this day from the Bristol Club to Odiham in the Cambridge Swallow, with which he and Anthony Edwards failed by three places to get into League 2.

Only a few tried to go N.E. from Benson, and Mr. Wallington explains in his weather notes what baulked them. David Carrow, however, found something like frontal lift which took him to 6,500 ft., much higher than most people's ceiling, and at Aylesbury he made the furthest northerly landing.

The majority who reached Benson turned south-east, though some, like Peter Scott, did so only after battering for an hour against the frontal clamp coming along the Chilterns. Those who reached the Sussex and Kent coasts had mostly made up their minds before the turning-point, except Deane-Drummond who, like Scott, first tried a northerly bash. The going was pretty good with cloud streets overhead, until they ran into murk drifting from London on a north-westerly wind; in this, John Williamson said, he could not even see the next cumulus cloud and had to guess where it could be expected—only one guess was wrong. They also met the sea breeze, but it only produced lift in bits, according to Deane-Drummond and Ted Stark, who found no real "convergence zone", but it helped them to make the longest south-easterly distances to Hythe and Rye, respectively. Other Sussex coast landings were, in order of distance, by John Williamson, David Ince, Doug Jones, P. G. Burgess, George Burton and Brennig James.

The new marking system gave League 1's winner 1,000 points and League 2's 600 points.

The tugs—Tigers and Austers and R.A.F. Chipmunks—launched 92 competitors in just two hours from 10.30 to 12.30.

Flights Beyond Benson

LEAGUE 1

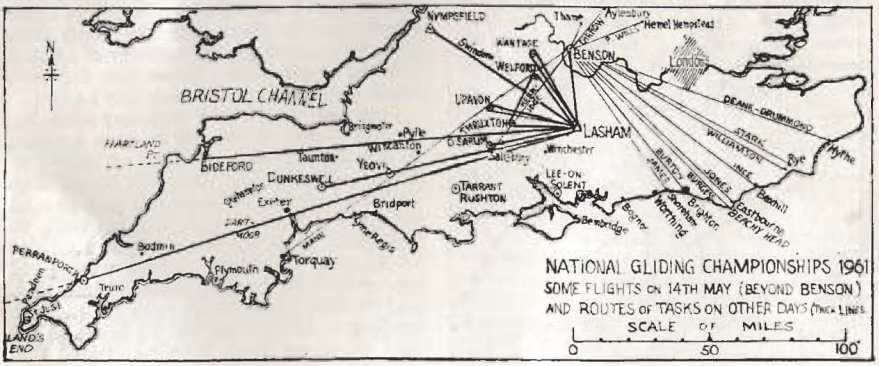
Pilot	*Landing*	*Miles*
Mann	Torquay	161.4
Deane-Drummond	Hythe	131.3
Stark	Rye	123.2
Williamson	Nr. Rye	121.4
Ince	Bexhill	116.6
Jones	Eastbourne	114.8
Burgess	Beachy Head	114.5
Burton	Brighton	95.8
James	Shoreham	94.5
Wills	H. Hempstead	59.4
Scott	Bramley	50.1
Shephard	Stratfield	49.6
Carrow	Aylesbury	45.5
Smith	Burfield	42.6
Cretney	Theale	42.2
Bentson	Ilsley	41.2
Piggott	Thame	40.2
Kahn	Goring	36.8
Coatesworth	Goring	36.8
Fairman	Goring	35.8
Adamek	Woodcote	35.0
Irving	Stoke	34.9
Ellis	Ipsden	33.7
A. Burns	Pangbourne	33.4

Total distance for day, 2,233.3 miles.

LEAGUE 2

Pilot	*Landing*	*Miles*
Kerridge	Salisbury	76.8
Bacon	Grazeley Grn.	46
Ware	Pangbourne	39.3

Total distance for day, 431.8 miles.



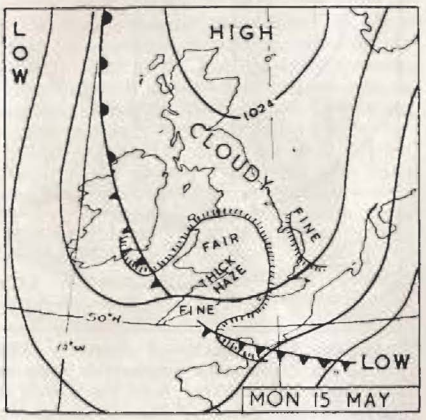


A section of the busy fleet of tugs: photographed by R. Brett-Knowles.

Leading Totals, 14th May, League 1

Williamson	1047	Wills	517
Mann	1000	Kahn	367
Jones	869	Shephard	363
D.-Drummond	795	Cretney	284
E. Stark	793	A. Burns	282
Ince	693	Scott	240
Burgess	680	Carrow	208
Burton	617	Coatesworth	208
James	543	Smith	108

Monday, 15th May



MONDAY, 15TH MAY.—*During the night the narrow trough over England weakened and retreated westwards as a ridge of high pressure extended from the north. During the early hours of the morning low stratus formed over much of Southern England while N.N.E.'ly winds brought a cover of stratocumulus over many Eastern districts. The edge of the stratocumulus was not nearly as well defined as suggested on the map, but broadly speaking it was sufficiently thin and broken to allow the sun to burn off the low stratus in a sector from the N.W. to S.W. of Lasham. In this sector thermals of weak to moderate strength up to 4,500-5,000 ft. above m.s.l. developed, but the thermals were mostly dry, and the difficulties of thermal soaring were increased not only by the isolated but larger patches of stratocumulus south of the general sheet, but also by thick smoke haze from Bristol and the Midlands. Winds at flying levels over Southern England were about 15 knots from the N.N.E.*

The general advance of the stratocumulus caused a deterioration in conditions at Lasham during the afternoon, but the advent of a large hole in the cloud cover produced a fine evening.

LEAGUE 1: Race to Dunkeswell
LEAGUE 2: Free Distance

LEAGUE 2 had the earlier start, being allowed to begin launching at 10.30, though no-one did so until 11.08, and at 12.03 League 1 began to chip in. J. Delafield had the first launch and was off on a 90-mile flight to Taunton, which he reached at 14.35. Last to get away from Lasham in League 2, and latest to land, was Ernest Clarke, who started at 13.09 and reached Bridport, 77½ miles, at 16.45. The only League 1 pilots to land as late as this (16.40-16.50), excepting Anne Burns, were launched

between 13.14 and 13.43 and went just over 60 miles.

In fact, the weather clamped all along the route in mid-afternoon, and although this happened earlier in the east, opinion was that the clamp was not carried on the wind but formed *in situ*. This was shown by the two comparatively inexperienced pilots in Eagle No. 13 who circled continuously for three hours while the wind drifted them 33 miles to Old Sarum, where the Sky clamped at 14.10 and all gliders in the neighbourhood had to descend. The clamp was evidently patchy, as landing pins on the control-room map were grouped in five separate accumulations all along the route to Dunkeswell.

Newholme, with 109 miles to Exeter Airport, was the only pilot to fly beyond League 1's goal; he was airborne from 11.34 to 16.16.

League 2: Highest Scoring Flights

Pilot	*Landing*	*Miles*
Newholme	Exeter	109.3
Carr	Kilmington	93.1
Findon	Uplyme	90.5
Russell	Chard	87.8
Aldridge	Tytherleigh	87.8
Fielden	Dunkeswell	98.2
Delafield	Taunton	90.0
Rondel	Bridport	81.8
Stowe	Merryfield	84.2
Browning	Bridport	83.6
McMullin	Blandford	58.2
Clarke	Bridport	77.5
Purnell	Charmouth	88.3
Perrot	Little Cheney	77.5
White	Beaminster	82.3

Total distance for day, 2,2663.3 miles.

In LEAGUE 1, first to arrive at Dunkeswell was "Chuck" Bentson at 15.22, and "Rocky" Stone, the winner, arrived next at 15.27. Last to get there were Deane-Drummond, who made the aerodrome but not the finishing line at 16.22, and Anne Burns, who was third to be launched in League 1 at 12.09 and reached Dunkeswell at 16.46. Andy Gough evaded the effects of clamp temporarily by slope-soaring for 20 of his 76 miles; this kept him going till 16.10.

On this day the R.A.F. overtook the Army in the Inter-Service Championships, for which the three best total scores in each Service count. The Navy, we understand, were out of it this time only because of delay in sending entries, due to office trouble.

League 1: Course Completed

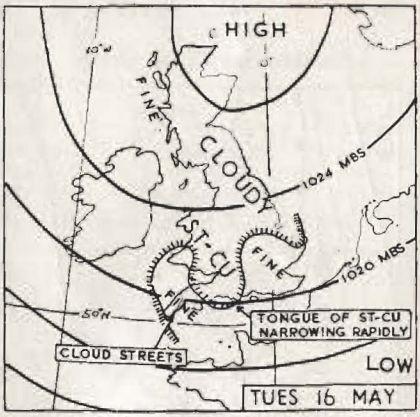
Pilot	*Sailplane*	*m.p.h.*
Stone	Skylark IIIF	42.6
Bentson	Skylark IIIF	38.0
Scott	Olympia 419X	36.9
Williamson	Olympia 419	36.2
Burton	Skylark IIIB	35.3
Kaye	Eagle	34.2
Wills	Skylark IIIF	31.7
Dunn	Olympia 460	30.1
Croshaw	Skylark IIIF	29.2
A. Burns	Skylark IIIF	28.2

Total distance for day, 3,444.0 miles.

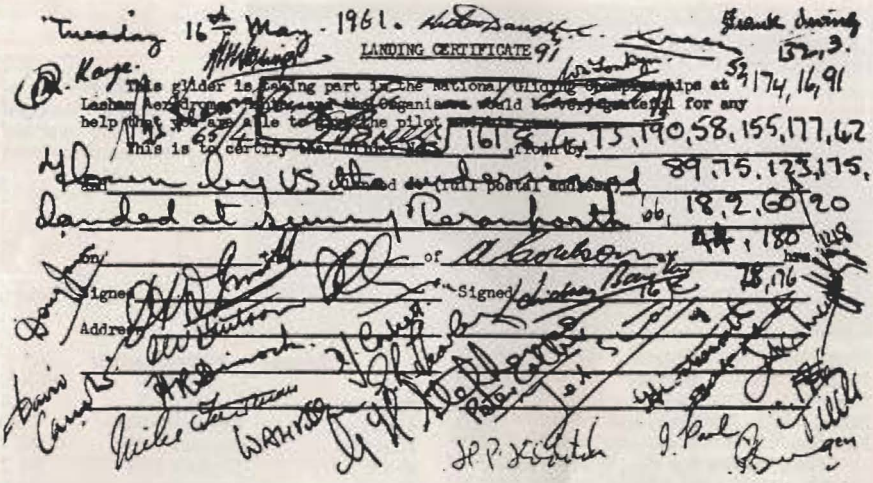
Leading Totals, 15th May

LEAGUE 1		LEAGUE 2	
Williamson	1971	Purnell & Kerridge	1237
D.-Drummond	1595	Newholme & Chandler	1117
Burton	1555	Clarke & Bacon	1004
Mann	1488	Carr & Greenway	818
Wills	1428	Fielden & Berriman	796
Jones	1357	Findon & Tarver	788
James	1275		
Burgess	1240		
Stark	1227		
Scott	1190		
A. Burns	1169		
Stone	1143		

Tuesday, 16th May



TUESDAY, 16TH MAY.—*A ridge of high pressure still extended southwards from an anticyclone intensifying over the Orkneys. Early in the morning the stratocumulus pattern appeared to maintain its shape as it moved slowly west across Southern England: the large gap in this cloud cover which had crossed Lasham the previous evening was now over Cornwall and both land and aircraft*



observations revealed another large gap in the stratocumulus moving inland from the east coast. With convection of only limited depth expected in the clear areas, it seemed likely that soaring conditions would again be difficult, but this was a forecast destined to be marginally but very effectively upset by changes in the airstream characteristics, probably brought about by very slow vertical motion over the whole area. The depth of instability increased just enough to allow small fair-weather cumulus to form in the initially clear areas, and the belt of stratocumulus which was to have limited soaring progress towards the west diminished in extent to a narrow tongue which caused the demise of only a few pilots over Devon. Further west soaring conditions were even improved by the development of cloud streets across the Cornish Peninsula. Usually a moderate breeze from the S.E. across the peninsula means the advent of cool sea air with poor thermal conditions, but it seems apparent that the wind conditions were exceptionally favourable for street development. (This requires the wind speed to increase with height up to some ill-defined level below the top of the convective layer and then decrease slightly, while the direction remains almost constant with height.) Most pilots who reached this region were able to zig-zag easily in strong lift along the streets and across the intervening downdraughts on their way to Perranporth or Land's End.

LEAGUE 1: Distance through Perranporth
LEAGUE 2: Race to Old Sarum

In excellent weather—"Polish weather" as our visitors from that country called it—38 of the 50 in LEAGUE 1 (plus Adamek) got to Perranporth and 11 went beyond it, gaining extra points in spite of having to land south of the line. More might have done this if they had realised that Perranporth was not a goal but a direction. There were cloud streets over Devonshire which continued two miles out to sea from the north coast, but they lay somewhat across the route and had to be used in series.

In the Land's End peninsula, Williamson at St. Just (airborne 10.48-15.58) was 7.2 miles south of the line; Deane-Drummond (11.22-16.30) 3.7 miles south at Pendeen Head by the lighthouse; and Philip Wills, Peter Scott, George Burton and Brennig James (with bathing-dress in luggage) 4.3 miles south, all together at Prewellard Farm, Pendeen, much to the astonishment of the farmer.

League 1: Flights beyond Perranporth

Pilot	*Landing*	*Miles*
Wills	Pendeen	216.3
Scott	Pendeen	216.3
Burton	Pendeen	216.3
D.-Drummond	Pendeen	215.7
James	Pendeen	216.3
Williamson	St. Just	218.3



Gerry Burgess, winner in the Standard Class, who reached Perranporth on 16th May.

(Courtesy of "Flight")

Piggott	Zennor	211.6
Mann	St. Ives	206.9
Stone	Godrevy	202.4
Burns	Portreath	202.3
Mettam	Portreath	196.3

Total distance for day, 9,249.6 miles.

LEAGUE 2 had an equally successful day: all but two got to Old Sarum and some had time to return to Lasham for another try. One of these was Peter Berriman, whose first attempt took 43 minutes, from 12.42 to 13.25. He returned to cross the line a second time at 16h. 0m. 54s. He then flew north to reach a cloud street pointing directly at Old Sarum, then pushed up his speed as lift increased till he was doing 120 m.p.h. through the air and still going up at five ft./sec. He crossed the finishing line at 16.24.52, having averaged 83.4 m.p.h. over the 33.2 miles, taking 23 min. 58 sec.

League 2: Fastest Speeds

Pilot	*Sailplane*	*m.p.h.*
Berriman	Skylark III	83.4
Loveland	Olympia 460	70.0
Kerridge	Skylark IIIF	62.7
Ware	Skylark IIIF	61.2
Bacon	Olympia II	61.0

Total distance for day, 1,265.4 miles.

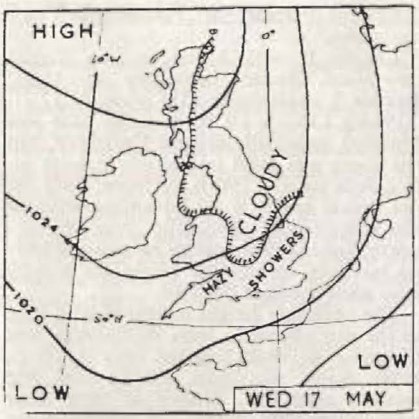
Leading Tota's, 16th May

LEAGUE 1		LEAGUE 2	
Williamson	2983	Kerridge & Purnell	1933
D.-Drummond	2595		
Burton	2555	Bacon & Clarke	1812
Mann	2448		
Wills	2428	Berriman & Fielden	1796
James	2275		
Jones	2249	Chandler & Newholme	1712
Scott	2190		
Burgess	2132	Greenway & Carr	1451
Stark	2119		

Control Room



Wednesday, 17th May



WEDNESDAY, 17TH MAY.—*Little change in the pressure pattern, but the airstream from the east was becoming slightly moister, cooler and more unstable. Small cumulus which formed during the morning gave way to a mixed pattern of isolated showers and patches of stratocumulus over S.E. England. Some of the shower cloud produced strong down-draughts, but on balance soaring conditions were adequate for the tasks set.*

League 2 pilots, helped en route to the west by a 15-knot tailwind, had no showers and fewer patches of stratocumulus to hinder progress, but thermal streets in the west had their more usual ephemeral nature rather than the persistence of the previous day.

LEAGUE 1: Race to Wantage and back, 63 miles.

LEAGUE 2: Free Distance.

LEAGUE 1's actual turning-point was two miles south of Wantage, at a point 738 ft. high. It was N.W. of Lasham.

LEAGUE 2 had first start, since League 1 were tired after their long retrieves. It was a Cornwall day again,and so good that two reached Land's End: Lionel Alexander, in the Cambridge Skylark IIIF, who made the longest distance to St. Just, and Derek Stowe of Bristol Club, who missed St. Just by one hillock, but his handicapped Skylark II gave him more points than Alexander, as did the Olympias flown by Ernest Clarke and Mike Hunt. Cumulus clouds grew large enough to give Purnell 8,000 ft. over Bodmin and Stowe 7,500 ft. over Padstow.

League 2: Highest Scoring Flights

Pilot	*Landing*	*Miles*
Stowe	St. Just	216.3
Clarke	Perranporth	191.2
Hunt	Cubert	187.8
Alexander	St. Just	217.7
Davey	Portreath	198.3

Others to reach Perranporth—Browning, Fisher, Minton, Gregg, Purnell, Ware.

Total distance for day, 5,732.2 miles.

LEAGUE 1, on the other hand, were bothered rather than helped by big cumulus, as it was already amalgamating into showery masses around Lasham by 1 p.m., half-an-hour after the League's first launch. The compensating downcurrent areas were large and/or strong and caught several people out on the return journey. Deane-Drummond started his final glide from 9,000 ft. between Kingsclere and Newbury, yet didn't make it. Wills only just got back through sink of 1,000-1,500 ft./min. Snodgrass thought to charge quickly through a downcurrent, but it went on too long and he realised he should have turned back into lift immediately on meeting sink. Williamson thought some of the others made a mistake in deviating towards big cumulus; a cu-nim downcurrent spreads out on the ground and starts up a ring of little cumulus round its edges. Coulson found lift in the rain, but that was on the outward journey.

Cretney, the winner, flew early enough to avoid cu-nim trouble; his times were: Lasham 13.01.50, Wantage 13.47.30, Lasham 14.42.45. But Williamson, 50 minutes later, was only 0.1 m.p.h. slower; his times were: 13.51.14, 14.42.10, 15.32.30.

League 1: Course Completed

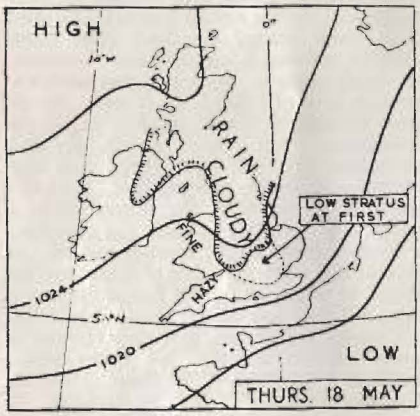
Pilot	*Sailplane*	*m.p.h.*
Cretney	Skylark IIIB	37.4
Williamson	Olympia 419	37.3
Scott	Olympia 419X	33.3
Wills	Skylark IIIF	33.1
Stephenson	Skylark IIIF	31.5
Carrow	Skylark IIIB	29.9
Ince	Olympia 419X	27.8
Irving	Skylark IIIF	27.3
Stark	Skylark IIIF	27.1
Shephard	Skylark IIIF	25.8
Ellis	Skylark III	25.8
James	Skylark IIIF	24.9
Burton	Skylark IIIB	24.7
Croshaw	Skylark IIIF	20.6
Smith	Skylark III	18.3
Burgess	Ka-6	17.8

Total distance for day, 2,534.2 miles.

Leading Totals, 17th May

League 1		League 2	
Williamson	3980	Clarke & Bacon	2765
Burton	3375	Purnell & Kerridge	2726
Wills	3358	Newholme & Chandler	2580
D.-Drummond	3260	Carr & Greenway	2327
Scott	3123	Loveland	2221
James	3097	Ware	2199
Stark	2967	Browning & Bignell	2183
Burgess	2884		
Ince	2790		
A. Burns	2785		
Stone	2748		
Bentson	2669		

Thursday, 18th May



THURSDAY, 18TH MAY.—*With the anticyclone in the north moving westwards, winds over England backed to E.N.E. 20 knots at about the 3,000-ft. level. Choice of task was limited not only by the fresh winds but also by an area of stratocumulus which was covering most of Central England. In fact the day started with widespread stratus over South and Eastern England, but this dispersed as early as expected and generally good thermal soaring conditions were maintained over Southern England for much of the day. However, there was variety in the pattern. The morning saw good thermals capped by small fair-weather cumulus, often arranged in cloud streets, but with the freezing level being low, a few light showers developed, and with the air being moist the cumulus occasionally spread out into isolated patches of stratocumulus. The west was also affected by slight smoke haze but not seriously so.*

LEAGUE 1: Race to Perranporth, 119.2 miles.

LEAGUE 2: Race to Nympsfield, 64.9 miles.

League 1, with a long course almost downwind, began launching at 11.01; League 2, nearly across the wind, at 12.31.

Along LEAGUE 1's route some haze was reported, especially around Dartmoor, but the going was good on the whole, with lift in clouds up to 7,000 ft. or more, until the sea breeze spoilt it by advancing towards the competitors eastwards from Perranporth, leaving that goal to be attained only by working up enough height for a long final glide through dead air.

The necessary height increased with time as the gap widened. John Williamson, first to arrive at 16.05, needed only 3,500 ft. Peter Scott, who had left Lasham five seconds after him, arrived at 16.40 after encountering a long roll of cumulus stretching across Cornwall from S.S.W. to N.N.E., which marked the boundary between soarable air to the E. and sea air which had evidently come in from both coasts to the W. Rather than try a glide from the south end, which was nearest Perranporth, he got up to 7,000 ft. in a large lump of cu half-way along it.

George Burton, who landed at 17.13, crossed the dead gap from 5,000 ft.; but Roger Mann, landing at 17.45, had glided 40 miles from 7,500 ft., while Humphrey Dimock landed last at 17.49 after managing a 32-mile glide from 5,000 ft. with a sink of only half a knot (10 inches per sec.). Ted Stark (landed 17.30) and Jerzy Adamek (18.10) both encountered Peter Scott's roll, but it had rolled east of Bodmin by then and they could not make Perranporth. Nor could Don Snodgrass, who was last of the field to land at 18.50, though his final glide from 4,000 ft. was, like Dimock's, in delayed sink, making his gliding angle 1 in 40.

League 1: Course Completed

Pilot	*Sailplane*	*m.p.h.*
Williamson	Olympia 419	45.2
Burton	Skylark IIIB	40.7
Scott	Olympia 419X	39.8
Stephenson	Skylark IIIF	38.8
Smith	Skylark II	35.8
Mann	Skylark IIIF	33.5
Dimock	Skylark IIIF	30.0

Landed within 1 mile: James, Deane-Drummond, Cretney.

Total distance for day, 8,469.1 miles.

LEAGUE 2 had the worst of the haze, and searchers for Nympsfield were deprived of a sight of the Bristol Channel coastline to help in locating their goal. Strachan and Chandler only just missed it. Swindon, 42 miles out, appears to have produced the most reliable thermals.

Bernard Davey won the 1,000 points with the Eagle, taking 2 hrs. 33 min., while John Fielden with his unhandicapped Skylark III put up the fastest time of 2 hrs. plus 32 seconds. The slowest was 4 hrs. 9 min. George Collins declared for Perranporth and got a good part of the way, in the vain hope that he would be allowed points for projected distance along the Nympsfield line. And Stuart Waller tried again for the Nympsfield-Lasham run, doing it in 3 hrs. 50 mins. and sharing a thermal over Swindon with half-a-dozen official competitors going the other way.

League 2: Course Completed

Pilot	*Sailplane*	*m.p.h.*
Fielden	Skylark III	32.4
Kerridge	Skylark IIIF	28.2
Neumann	Skylark IIIF	27.3
Davey	Eagle	25.5
Delafield	Eagle	19.6
Dickson	Gull 4	17.9
Russell	Petrel	17.8
Bird	Ka-7	16.9
Greenway	Olympia II	16.5
Goldney	Skylark II	15.1

Total distance for day, 2,222.9 miles.

Leading Totals, 18th May

LEAGUE 1		LEAGUE 2	
Williamson	4980	Kerridge & Purnell	3618
Burton	4335		
Scott	4078	Bracon & Clarke	3571
D.-Drummond	4056		
Wills	3945	Chandler & Newholme	3476
James	3895		
Burgess	3651	Greenway & Carr	3257
Stark	3636		
Ince	3574	Fielden & Berriman	3109
A. Burns	3571		

Friday, 19th May

LEAGUE 2: Free Distance.

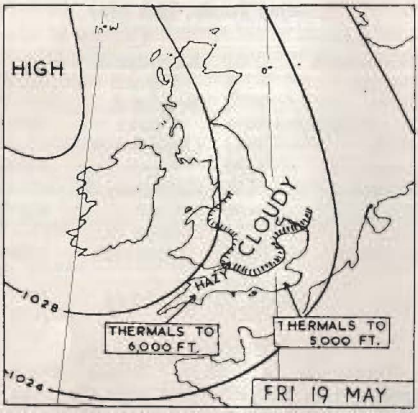
Punctually at 10.15, Prince Philip appeared in his helicopter over the trees, landed, and in 50 minutes was shown just how National Championships are organized, before going on to another engagement. On the way home he dropped in again unexpectedly to see how League 2 were doing.

At the 11.45 briefing, with a hopeless-looking sky outside, League 1 cheered the announcement that there would be no task for them, and League 2 laughed on hearing that their task was Free Distance. Tom Potts added that "the last launch for those with a sense of humour will be at 18.00 hours." First launch was allowed at 12.30, but nobody even tried till 13.40.



Prince Philip, Duke of Edinburgh, is escorted by Philip Wills and Ann Welch

(Photo by W. F. Jordan, courtesy of "Flight")



FRIDAY, 19TH MAY.—*Cloudy conditions in the northerly airstream over the British Isles had spread further south but, despite the gloomy overcast, some breaks in the cloud were expected and after midday there were weak to moderate thermals to about 5,500 ft. in the afternoon over the extreme south of England. With a 4,000-ft. wind of 10 knots from the north, there was little to choose between heading towards the S.W. or the S.E. from Lasham. Slight smoke haze in the west was offset by slightly deeper thermals (to 6,000 ft.), while towards the south-east bigger gaps in the upper cloud cover allowed brighter sunshine and stronger thermals, but stability conditions limited these thermals to about 5,000 ft.*

However, it was nevertheless soarable from 13.41½, when Alan Purnell took the second launch of the day, till 16.00, when he landed at Worthing after making the day's longest flight of 39 miles. This was the furthest eastward flight; the furthest westward were by Stowe and Minton, 25 and 24 miles to Nether and Middle Wallop respectively. In spite of a complete stratus overcast, there were small cumulus clouds underneath it; 22 pilots were able to score, and another 12 landed out.

League 2, Highest Scoring Flights

Pilot	*Landing*	*Miles*
Purnell	Worthing	39.0
Fisher	Ford	32.5
Aldridge	Barnham	29.1
Pickles	Tangmere	27.9
Davey	Tangmere	27.9
Spottiswood	Bignor	27.5

Total distance for day, 517.2 miles.

Leading Totals, 19th May, League 2

Purnell & Kerridge	4518
Newholme & Chandler	3838
Clarke & Bacon	3778
Aldridge	3472
Davey	3463
Fisher & Perrott	3428
Carr & Greenway	3340
Stowe & Philpot	3310
Alexander & Neumann	3170
Dickson	3120
Berriman & Fielden	3109
Ware	3003



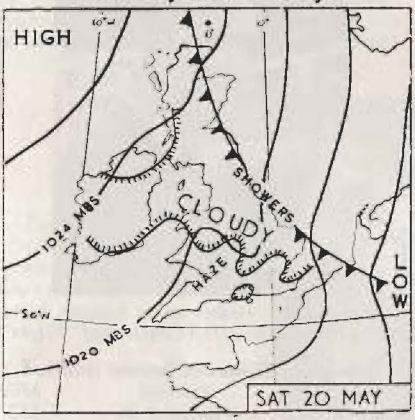
Karl Heinz Tiede (centre), a visitor from Ghana, and his crew.

(*Photo by C. Wills*)



Pilots waiting by the Distant Marshal's board, photographed by Chris Wills

Saturday, 20th May



SATURDAY, 20TH MAY.—*With the anti-cyclone now south of Iceland a cold front was moving towards England in the airflow from the north. Although stratocumulus still covered much of England there were sufficient gaps in the general cloud cover to allow moderate sunshine and thermals to 5,000-6,000 ft. over much of Southern England.*

Some of the cumulus spread out to form stratocumulus, and the N'ly 15-knot wind at about flying levels allowed only slow progress on the first leg of the 100 km. triangle set for League 1. Eut, despite the often dreary look of the sky, results showed that opportunities for completing this course were adequate and were distributed fairly evenly throughout the day.

LEAGUE 1: Race round 100-km. triangle via Welford and Thruxton.
LEAGUE 2: Distance through Bideford.

LEAGUE 1's task was a mirror image of the one they had just a week before; this time, with a 15-kt. north wind, the legs were N.W. to Welford, S.S.W. to Thruxton, and E. by S. to Lasham. It was not quite as difficult, as four got round, compared with one the previous time. John Williamson's times were: start, 12.25.37, turning-points 14.10.10 and 14.46.40, finish 16.04.45. Anne Burns was more than two hours in the air at Lasham before crossing the start line, and finished last at 17.34, six minutes after Wills. Burton took three hours over the first leg. Dimock, who took 3¼ hours over the first leg only, slope-soared for nearly an hour in the company of Wills.

League 1: Course Completed

Pilot	*Sailplane*	*m.p.h.*
Williamson	Olympia 419	19.2
A. Burns	Skylark IIIF	15.9
Burton	Skylark IIIB	14.5
Wills	Skylark IIIF	13.8

Total distance for day, 1,239.6 miles.

LEAGUE 2 came to earth less than halfway to Bideford, and maximum points allowed the winner, John Fielden, were 700 for 67 miles. Bideford is 138, and the line through it finally leaves land 15 miles further on. The only report of height was 3,500 ft. by Bernard Davey in his last cumulus.

League 2: Longest Distances

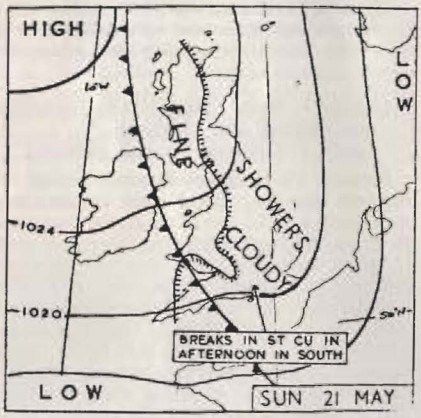
Pilot	*Landing*	*Miles*
Fielden	Pylle	67.1
Greenway	Nr. Wincanton	60.7
Davey	Nr. Wincanton	59.7
Dorman	Maiden Bradley	55.2
M.-Young	Horningsham	52.9

Total distance for day, 72,419 miles.

Leading Totals, 20th May

LEAGUE 1		LEAGUE 2	
Williamson	5980	Kerridge & Purnell	4600
Burton	5249	Davey	4055
Wills	4848	Greenway & Carr	3999
D.-Drummond	4717		
A. Burns	4508		

Sunday, 21st May



SUNDAY, 21ST MAY.—*The arrival of a weak cold front during the night brought only slight changes in the northerly airstream. Stratocumulus covered much of England, but in the south this cloud cover broke up to be replaced by fair weather cumulus at about 3,500-4,000 ft. A N'ly 20-knot wind at between 3,000 ft. and 5,000 ft. added to task-setting limitations, but in the afternoon a slight decrease in speed considerably reduced the difficulty of cross-wind soaring along the track through Bideford. Smoke haze from the Midlands covered much of Somerset and Devon, but the real problems was how to avoid or cross the isolated patches of stratocumulus formed during the afternoon by the spreading out of the small cumulus.*

LEAGUE 1: Distance through Bideford.
LEAGUE 2: Pilot-selected Goal.

LEAGUE 1 had better weather for League 2's task of the day before, though not at first. The going improved as pilots went westward, though several reports described it as overcast as far as Taunton, 90 miles from the start. However, Mick Kaye kept well south and got better weather along by the coast, with no overcast. As to how anybody got even as far as Taunton under a continuous overcast, Williamson said there was "large scale convection in a regular pattern", which gave way to cloud streets after Taunton.



George Burton, runner-up in League 1, was joint winner on the 21st. (Courtesy of "Flight")

League 1: Distances Beyond Bideford

Pilot	*Landing*	*Miles*
Kaye	Hartland Pt.	152.5
Burton	Hartland Quay	152.5
D.-Drummond	Hartland Quay	152.5
Piggott	Hartland Quay	152.5
Bentson	Hartland Point	152.5
Stone	Hartland Quay	152.5
Stark	Hartland Quay	152.5
Thomas	Hartland Point	151.2
Williamson	Hartland Point	151.2
Wills	Hartland	150.3
Willbie	Clovelly	148.3
Burgess	Fairy Cross	141.6

Total distance for day, 4,606.3 miles.



The "Gyro-glider" gives a demonstration for the Sunday crowds. Photo by R. Brett-Knowles

Leading Totals, 21st May, League 1

Williamson	6968	Stark	5121
Burton	6249	Ince	5073
Wills	5830	Stone	5041
D.-Drummond	5717	Burgess	4697
A. Burns	5238	James	4470

Nine members of LEAGUE 2 reached their goals, the furthest being Dunkeswell, 98.2 miles, by John Fielden, who thereby earned 1,000 points. Dr. Gregg, making 109 miles to Exeter, missed his bonus because, though he actually declared for Exeter at first, on second thoughts he decided he was being too ambitious, and modestly changed his goal to Tarrant Rushton, a mere 51 miles. Two landed at Bembridge at the eastern end of the Isle of Wight, Alexander short of his goal, and Dickson because his goal of Lee-on-Solent sent him up a fine thermal which only petered out half-way across the Solent. They had aero-tows back.

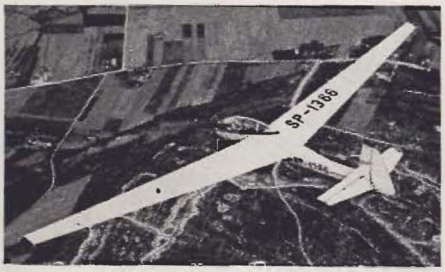
Othe s to reach their goals were: R. E. F. Smith, Yeovil; Newholme, Henstridge; Clarke, Blandford; Tarver, Aldridge; Pickles & Ware, Tarrant Rushton; White, Bognor.



Wally Kahn, instigator of the Trade Fair and a competitor in League 1, examines the sky.

(*Photo by W. F. Jordan*)

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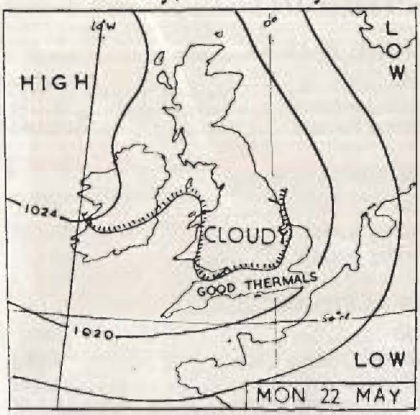
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Monday, 22nd May



MONDAY, 22ND MAY.—*Easily the best thermal soaring day of the whole Championships and especially suitable for the final day. Although the ever-menacing stratocumulus cover was over Lasham in the early morning, it seemed safe to predict that its southern edge would disperse quickly, leaving conditions suitable for the very early development of good thermals and fair-weather cumulus over the Lasham-Upavon route. In such good thermal conditions the wind of 020 degrees 15 knots was not too much for the out-and-return race to be completed by the end of the afternoon. Naturally the prediction that cumulus would not spread out was a little chancy, but luck was with us and the thermal conditions remained excellent throughout the day.*



Watching the Upavon race finishers.
(Photo by C. Wills)

LEAGUE 1: Race to Upavon and back, 66 miles.

In order to get everybody back for the Prizegiving, the last launch was set for 14.00 hrs. The N.N.E. wind was just about at right angles to the course, but most people went out faster than they came back. The only complaints were of "clag" around Upavon with a base at 2,200 ft., and that the wind was less than forecast so that, for instance, George Burton climbed to 5,000 ft. for his final glide when 3,000 would have sufficed. John Williamson's times were 11.54.15-12.19.30-13.44.28, making him first back. Following him in order of speed were Wills, Piggott, Deane-Drummond, Burton and Scott. League 2 had an unofficial prize for unofficial distance.



Lord Brabazon of Tara, presenting the prizes after the Championships, tells the assembled pilots that "anyone who is any good is slightly crackers."

(Photo by R. Pittman)

Gliding Certificates

COMPLETE DIAMOND BADGES

No.	*Name*	*Club*	*Completed*
4	Anne Burns	Lasham Gliding Society	3.1.61
5	D. O. Burns	Lasham Gliding Society	10.1.61

DIAMONDS FOR DISTANCE

No.	*Name*	*Club*	*Date*
106	Anne Burns	Lasham Gliding Society	3.1.61
107	D. O. Burns	Lasham Gliding Society	10.1.61

DIAMONDS FOR ALTITUDE

No.	*Name*	*Club*	*Date*
317	P. Minton	Imperial College Gliding Club	2.1.61
318	C. P. A. Jeffery	Crosby on Eden	23.2.61
319	D. O. Burns	Lasham Gliding Society	12.1.61

DIAMONDS FOR GOAL FLIGHT

No.	*Name*	*Club or Association*	*Date*
256	W. N. Tonkyn	Imperial College Gliding Club	27.5.57
257	N. W. Kearon	R.A.F. Gliding & Soaring Association	5.5.59
258	D. O. Burns	Lasham Gliding Society	30.8.59

GOLD C CERTIFICATES

No.	*Name*	*Club or Association*	*Completed*
75	W. N. Tonkyn	Imperial College Gliding Club	3.1.61
76	F. G. Irving	Imperial College Gliding Club	4.1.61
77	N. W. Kearon	R.A.F. Gliding & Soaring Association	13.2.61
78	D. O. Burns	Lasham Gliding Society	12.1.61

GOLD C HEIGHT LEGS

Name	*Club*	*Date*
H. V. Midwood	Derbyshire & Lancashire Gliding Club	15.9.57
J. W. S. Pringle	Cambridge University Gliding Club	11.7.55
T. J. Bradbury	Bristol Gliding Club	7.8.60
C. E. Wallis	Crosby on Eden	14.2.61
A. Eldridge	Crosby on Eden	23.2.61
J. L. Bayley	Crosby on Eden	23.2.61
E. J. Robinson	Crosby on Eden	3.3.61

SILVER C CERTIFICATES

No.	*Name*	*Club*	*Completed*
996	A. J. Watson	Newcastle Gliding Club	5.4.61
997	T. J. Bradbury	Bristol Gliding Club	4.2.61
998	M. J. Barringer	Clevelands R.A.F. Gliding Club	20.3.61
999	D. B. Green	Surrey Gliding Club	16.4.61
1000	E. F. Edwards	Moonrakers R.A.F. Gliding Club	4.1.61
1001	T. J. Page	London Gliding Club	13.3.61
1002	F. A. Rodwell	Newcastle Gliding Club	19.3.61
1003	J. J. Burton	Cambridge University Gliding Club	15.4.61

C CERTIFICATES

ume	*Gliding Club or A.T.C. School*
E. Elliott	Derbyshire & Lancashire
A. G. Newbery	Newcastle
D. A. Wanamaker	Taunton Vale
J. F. Hart	H.Q. 2nd T.A.F.
C. B. Ellis	Imperial College
A. W. Austin	Home Counties
M. A. Knowlman	Devon & Somerset
J. H. Tucker	Southdown
T. G. Bobbin	Clevelands
D. W. Allen	Royal Aircraft Establishment
C. D. Lane	Royal Aircraft Establishment
J. R. Simeons	Southdown
P. N. Voisey	Norfolk
N. Humphreys	Fulmar
P. H. D. James	East Anglian
R. C. Oulton	Midland
J. M. Firth	Bristol
F. P. Frame	East Anglian
P. Walden-Hughes	H.Q., 2nd T.A.F.
A. J. Hogg	East Anglian
A. F. V. Leat	College of Aeronautics
A. R. Ismail	Cambridge
A. B. Jenner	Coventry
P. W. Lodge	Home Counties
R. E. B. Harvey	Windrushers
R. F. Bullers	RAF Germany
A. J. Paston-Williams	613 G.S.
D. V. Sadler	Coventry
D. J. Wardle	Coventry
P. D. Lea	Moonrakers
K. Coldron	643 G.S.
V. K. Hardy	Derbyshire & Lancashire
F. Neal	Coventry
R. I. H. Longman	Surrey
K. A. Young	Bristol
G. C. Briggs	Derbyshire & Lancashire
T. W. T. Hargreaves	RAF Germany
D. C. Poskitt	Fenland
P. G. Charlesworth	611 G.S.
A. Cribb	Army
J. Tarr	White Rose
Naomi Christy	RAF Germany
R. Wyld	Swindon
R. F. J. Martin	RAF Germany
C. B. Sutherland	Scottish
J. H. M. Adam	RAF Germany
Florence H. R. Wood	Surrey
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J. A. Simms	RAF Germany
P. R. Bradwe	632 G.S.
J. A. Hawkins	Surrey
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N. Stewart	Dumfries
R. B. Hill	Coventry
A. Pickles	R.A.E.
J. S. Y. Gates	East Anglian R.A.F.
M. J. Wraight	H.Q. 2nd T.A.F.
C. P. McBroom	Bristol
B. L. Wright	Home Counties
R. Andrews	635 G.S.
M. N. Carlton	Chilterns
R. C. Haddon	Cambridge
W. E. North	613 G.S.
S. W. Turrell	Midland
D. A. H. Sharp	Midland
F. I. Smith	Home Counties
Mrs. M. Fawcett	Surrey
R. K. Richardson	635 G.S.
P. F. Tinker	Portsmouth Naval
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D. Murphy	Coventry
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D. M. Cutler	Chilterns
S. R. Chew	Cranwell
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W. A. Hughes	Derbyshire & Lancashire
F. H. P. Cattle	Cranwell
H. G. Pattison	Home Counties
J. F. Aston	E. Midlands
J. Montgomerie	Midland
D. C. Stevenson	Midland
D. J. Rooney	Cambridge
A. B. Lowe	Cranwell
Miss E. M. Bruce-Cardyne	Surrey
R. J. Rantzen	Midland
J. F. Bakewell	E. Anglian

Championships: Acknowledgements

THE generous assistance given by the following organisations, firms and individuals, whether by gift, loan or personal service, to further the success of this year's National Gliding Championships, is hereby gratefully acknowledged. This list is additional to the previous one published in the official programme enclosed with the June issue of SAILPLANE & GLIDING.

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One Fine Week

by Alan Purnell



Alan Purnell (left) and David Kerridge, League 2 winners.

(Courtesy of "Flight")

WHEN David Kerridge and myself teamed up as a Surrey Club entry, our only thought at the time was to enjoy ourselves. With a bit of luck, we thought we might scrape half-way up the table, especially as I had no championship experience, and David had only flown the "3f" twice. The fact that the Olympias were receiving a 20% bonus also tended to dampen our spirits. A scout around the rival aircraft on the first day revealed panels filled with *g*-meters, oxygen, calculators and even three varios, in other words —the lot. We did at least have a vario, but no total energy. This we believed would give us more time to enjoy the view, instead of adding three vario readings together and dividing by three all the time. It is my considered opinion that if you have only one vario, total energy is a hindrance.

The first day was quite a shock. David won it! Things were getting serious already! David had an agonizing time battling his way to Benson, having passed Basingstoke three times on the way. In these conditions with good lift in cloud, the air ways are a real menace and must have contributed to the downfall of many competitors. At Benson conditions were murky when David arrived, and the number on the aircraft could not be seen, although it was black on white on the wings, and white on dark blue on the tail. It is difficult to conceive more visible combinations of colours, except by using day-glow paint which unfortunately is too expensive and possibly too gaudy (for the purists). However, the observers accepted our time and David's description of the markers. Synchronising watches, even by Potts time, is certainly worth while in case of incidents like these. David set off S.W. in view of longer distances possible in that direction even though, with the wind as strong as it was, the South Coast was within easy reach. 77 miles to Salisbury was our eventual distance, although we only received 600 points since only 40% scored.

The next day was Free Distance, and being my turn to fly I gaily declared Perranporth. Conditions were most unusual and quite unlike the forecast. Lift was good to 2,800 ft. a.s.l. (200 ft. above launch height) but then petered out during the next 200 ft., still short of cloud base. I just was not used to going cross-country with such a slim margin to work in, so I made heavy weather of it the whole way. North of Dorchester, I got the impression that the whole sky was clagging up, and soon after this it did just this. I tried to make my way northwards as it appeared brighter there, but was soon down to 500 ft. in the hills before I found what was to be my last thermal off an unknown but welcome town. After a 25-minute struggle, this built up into a decent thermal and took me to 4,600 ft. a.s.l. and 1,000 ft. into cloud. By this time I had been blown very near the coast and the whole sky was a solid uniform mass of grey. This final glide took me to Lyme Regis where, to the north, a bonfire was blowing at an angle to the wind, apparently towards a thermal. As I approached, rather low, it suddenly swung away and pointed in the opposite direction. I turned after it and found quite strong turbulence but no lift. I had hardly completed two turns when the darned thing started blowing the other way again. Bonfires are usually better behaved than that! Sea breeze effects crossed my mind, but there was no indication in the cloud cover of any change of character.

If I had not gone after this red herring (smoked) I could have made another ten miles. After landing I was told that the weather had been the same all day and I cursed myself for not keeping further north. However, no one did much better there, so we received enough points to stay in the lead.

The next day (Race to Old Sarum) was sensational from the weather point of view and intensely disappointing from League 2 Gold C aspirants' viewpoint. If the F.A.I. rules require aircraft to land at the goal after a race, even though they are allowed to cross the line at 3,300 ft., why not create a new task (as on the Benson day) which would allow overflying, calling it a race between two points?

David's first attempt was at 62 m.p.h., which he reckoned he could better. Here was where our efficient retrieve crew John New and "Mac" Mackenzie showed their talents. David was back in double quick time and was off again by 4.30 while the conditions were still good. This is when I dropped my clanger. Being my rest day it was my job to watch David over the line and to prod the observer. I in fact did this, but soon after David came back for another start and I lost him while he was still three miles downwind. I stayed around for 25 minutes watching the sky like a hawk, but no sign of David. He told me later that he went to Alton in search of lift and then came screaming over the line at 90 knots and away to Old Sarum to average 70 m.p.h., using only one thermal at 1,500 ft. on the way. The observer must have been distracted, for he was not seen and I had left five minutes before. There is a lesson here. If an aircraft goes through the gate at 90 knots with a 30 knots tail wind, it takes only 7 seconds to travel that quarter-mile, so that unless there are two observers there is always a chance of missing a transit. My gaffe cost us 100 points, although we remained on top. It is interesting to note that radio would have been a godsend here.

Wednesday was again Free Distance, so again I airily declared Perranporth. In fact the weather looked so good, I even thought of declaring St. Just for fun. David had agreed that I could throw away any height I had at Perranporth to claim my Diamond. This is not good Championship flying, but I would have regretted it ever after if I had carried on. The weather was so perfect that there is nothing to report

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about the flight other than it took just under 4½ hrs. from take-off and I reached 8,000 ft. a.s.l. over Bodmin to cross the duff region on the last 30 miles, arriving at 3,500 ft. (just to make sure!). I came 18th that day, but received almost 800 points and lost the lead by 40 points to Ernie Clarke, who also arrived at Perranporth in his Olympia, taking 2 hours longer. If I had extended my final glide I could have made those points easily. Handicapping is all very well, but if you run out of land you have no chance of improving your score.

David's day again for the Race to Nympsfield. He found it easy to Swindon and scrapey the rest of the way. Other pilots found the opposite. After crossing the line he hill-soared the ridge while eating his lunch—how cushy can you get! Back in the lead again by 50 points.

Friday (Free Distance) was the sort of day I would normally stay in bed, let alone attempt a cross-country. However, I had to, and lo and behold, the lift was quite good. Although the sky was completely overcast, there was the occasional faintly greyer patch, under a few of which lift could be found. My third thermal, off Longmoor Army Camp in the middle of the airway, gave me a steady three knots up before I had to break off. Drat those airways again! The towns only seemed to be working, and it was a hard scrape to work along the coast across the 15-kt. N. wind. My last thermal off Arundel took me to a field between Worthing and Lancing, two miles short of Shoreham Aerodrome. I was too low to make use of lift from a factory near-by, and menacing lines of pylons running in all directions prompted me to land amongst them, instead of mixing with them in the air. Since lift was around if you could find it, and since as soon as I landed the sky miraculously cleared, I was expecting someone to get to Dover; but no one did, and our over-all lead increased to 700 points—much more healthy.

On Saturday David had another agonising scrape for hours trying to make headway towards Bideford, eventually landing slap on the line near Middle Wallop. The crew spent 1½ hrs. looking for him (*moral*: *radio*). We got him off again just before thermal activity died and he landed in almost the same field—this time taking only a quarter the time to get there. Fortunately our nearest rivals fell down as well, so our lead was safe.

For my next task I was given that horror of horrors—Pilot-selected Goal. Here was a chance for the Olympias to declare some outlandish goal and receive effectively a 50% bonus on the distance. All we needed to do was to score, say, 500 marks, but even that was dicey since, as far as we knew, there was another day of contests after this.

Yeovil, even though it was crosswind, seemed a good bet at take-off, but only then because the first real blue patch of the day appeared. Five minutes later I was at 400 ft. over Lasham Church scraping like mad, but sure enough ten minutes later a real whopper was thrown off the village and I was away after all. But I reached the clag again north of Winchester and debated whether to set off near the base hoping for lift, or hang around and wait for it to clear (which might never happen). I plucked up

courage and set off, but there was nothing. I scooted back to reach sunshine again with just sufficient height to find another thermal off a convenient farmhouse. By the time I had worked myself to cloudbase again, the whole sky appeared to break up into patches, so I was able to dodge from patch to patch until Yeovil was in sight. Wouldn't it be grand if all aerodromes had their names printed in vast white letters in the middle of the airstrip! Two gliders already there spurred me on to overfly the goal, but I could only manage another 25 miles to Honiton after a long smooth glide. For the third time the crew had managed to keep the aircraft in sight for most of the way. On this occasion I had been lost just after Yeovil. By overflying Yeovil I gained an extra 70 points but spent an extra four gallons of petrol.

Whit Monday was quite an anticlimax when Ann announced a rest day.

Looking back on the eight days of flying, we found that our retrieving system was most efficient and would have been more so with radio. We feel it is a must for next time. Having a complete rest every other day was most successful, and indeed almost essential for a clear head. Turning-point identification and time must be spot on, and it may be worth while photographing it as well, as additional evidence.

We wish to thank most sincerely those members of the Surrey Club who unselfishly crewed for us during the ten days. These included "Mac" Mackenzie and his friend Peter (so we had *two* private meteorologists to argue the weather with "Wally" Wallington for a couple of days), and John New, our stalwart "full-timer" and odd-bod rounder-upper. Thanks also to Anthony Edwards, Ron Walker and Ray Duckett, who lent us their vehicles when we had mechanical trouble.

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The Standard Class

It is understood that the Gliding Commission of the *Fédération Aeronautique Internationale* (C.V.S.M.) have agreed that no glider will be accepted to fly in the Standard Class in future World Championships unless at least 10 aircraft of the type have been built and sold.

This seems basically a good decision, to avoid a repetition of the situation that arose after the Butzweiler Championships, where various prototypes flew which entirely failed to meet the basic intention of the Class, which is to encourage the production of cheap and sensible gliders; and also the award of the Ostiv prize to a prototype which appeared to meet the intention but has so far failed to do so—for the Austria Standard is, so far as is known, still unavailable.

But we can foresee many questions of detail arising. What is a "new type"? If there appeared a Skylark IIF incorporating the improvements the IIIF has over the IIIB, would this be a new type? Is the Ka-6 with pendulum elevator a new type as against the one without? At what point is the dividing line? Presumably either C.V.S.M. or Ostiv will have to decide, and well before any entries are called for 1963.

P. A. Wills.

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Five-Hour Leg

by S. M. O'Brien

Mr. O'Brien, in sending this article, "trusts that the magazine has room for people at all stages of gliding, from first solo to third Diamond".

It was twelve noon on Saturday but nobody at Lasham wanted a launch. A kind of slow bicycle race developed, in which there was much business with equipment, everybody manoeuvring to get the other fellow up (and down) first. Then the tug pilot got his Tiger started and demanded customers. Fingers pointed at me and the silver Olympia and I was unceremoniously slung off at 12.15

No break had yet appeared in the haze of an inversion at about 3,000 feet which was smothering all development. The tug laboured smoothly to 2,000 feet, left me, and plummeted back to collect his next victim. Despondently I sank through calm air down to 1,500 feet, and there I intercepted what may have been the first thermal of the morning. It brought me back to launch height and on the 3,000 feet. Just then the day began to improve visibly, with strong sunshine and small cumulus struggling through the overcast in places. An hour passed, during which many gliders appeared all round the clock, making thermal detection rather easy. But it was too soon for me to hope, and not until two hours were up did I settle back and begin to think seriously in terms of five hours. Perhaps it would pay five-hour aspirants on doubtful days not to take off with their minds concentrated on this task, but to do two hours or so and then set about it in earnest, confident that they stand a good chance.

Cloud base went up gradually in the afternoon, reaching a maximum of 6,000 feet, which enabled me to cover a wide area upwind of the airfield. At this stage my only discomfort came from the seating arrangements (inadequate cushion) and slight leg cramp which would not go away. After three and a half hours, as conditions began to disimprove, I counted an increasing number of machines congregating back at the launching point. I was managing to keep at about 3,000 feet, content to circle for long periods in very weak lift or no sink and becoming quite greedy about every foot of altitude. With the sunshine now blotted out by high cirrus cloud and the landscape all gone dark, I found myself down to 1,800 feet, resigned to landing after four hours. But it was not to be. I wandered into a thermal which should not have been there, hope was restored, and I went back to 3,000 feet.

Two other machines then appeared on aero-tow and began circling and I used them as pacemakers for the last few laps. But they left me far behind in the thermals, for my circling was now a bit erratic, and I began to feel quite peeved at myself for straying out of the lift. This was the only noticeable effect of fatigue. Although moderately cramped, I felt physically all right (no hint of airsickness) and my straight-and-level flying was normal. It was just concentration in thermals that was slipping. I landed at 6.07 after a flight of 5 hrs. 52 mins., which gave me an adequate margin for the aero-tow launch.

I hope my comments may be of help to others in trying for their five-hour leg. I feel that it paid me to keep the trim properly adjusted at all times; to relax in strong thermals, i.e., not pull tight *g*-plus turns which might bring on queasiness; to circle slowly and carefully in weak lift when conditions were poor instead of expending height in hunting for better thermals; and to keep upwind of the airfield. All of which is, of course, subject to clearance from the C.F.I. and his briefing on the day.

Warren Storey

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★

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Guide to O.S.T.I.V. Papers

by A. H. Yates

MANY scientific and technical papers on gliding are published by OSTIV (Organisation Scientifique et Technique Internationale du Vol á Voile) in its official Organ, the OSTIV SECTION of the *Swiss Aero Revue*. All Associate Members of OSTIV receive this journal, but others may be interested in the titles of the papers published.

The following are the titles in English of the papers printed in the OSTIV SECTION of the *Swiss Aero Revue* since June, 1958. The country of the author and the language in which the paper is printed are given.

June 1958.

Woodward (U.S.A.). A theory of thermal soaring. (Eng.).

Goodhart (England). Circling flight in a radial field of flow. (Eng).

July 1958.

Shenstone (Gt. Britain). Present state of sailplane design. (Eng.).

August 1958.

Agesilas (France). The development of gliding and its importance for aviation and science. (Fr.).

September 1958.

Klemperer (U.S.A.). A review of the theories of dynamic soaring. (Eng., Ger., Fr.).

Brooks (Gt. Britain). Sailplanes of the 1958 International Gliding Championships. (Eng.).

October 1958.

Shenstone (Gt. Britain). VIIth OSTIV Congress: Technical Lectures. (Eng.).

Kaniewska (Poland). Comparison of the Polish and foreign airworthiness requirements. (Fr.).

Briegleb (U.S.A.). The BG 12A: a sailplane of simple design. (Eng.).

November 1958.

Eichenberger (Switzerland). VIIth OSTIV Congress: Meteorological sessions. (Fr.).

Aero Research Ltd. (Gt. Britain). Synthetic resin adhesive in sailplane construction. (Eng.).

Nowakowski (Poland). The effect of design parameters of high performance sailplanes on their distance flying qualities. (Ger.).

December 1958.

Salamonik (Poland). Structure of cumulus and cumulonimbus clouds in the light of radar studies. (Fr.).

Vernon (Gt. Britain). New British airworthiness requirements for diving speed and for the rough-gust case. (Eng.).

Beatty (South Africa). A glue failure in South Africa. (Eng.).

January 1959.

Gerbrier (France). Lee waves in the French Alps (Fr).

Demianczvk (Poland). The height of the base of Cumulus and Cunimbulus clouds in Poland (Fr.).

Nonweiler (N. Ireland). A realistic aim for man-powered flight. (Eng.).

February 1959.

Vesely (Czechoslovakia). The contribution of aerodynamics to the recent development of sailplanes in Czechoslovakia. (Part I.). (Eng.).

March 1959.

Vesely (Czechoslovakia). The contribution of aerodynamics to the recent development of sailplanes in Czechoslovakia. (Part II.). (Eng.).

Wallington (Gt. Britain). An introduction to lee waves in the atmosphere. (Eng.).

Bonneau (France). Proposal for an international Certificate of Airworthiness. (Fr.).

April 1959.

Szemplinska, Aleksandrowicz and Maryniak (Poland). Ground resonance testing of sailplanes (Eng.).

—. Standard Class Committee, Vienna, January 1959. (Eng., Fr., Ger.).

May 1959.

Langston (Gt. Britain). Flight measurement of the profile drag of a Skylark II wing. (Eng.).

Aleksandrowicz & Lucjanek (Poland). Sailplane stiffness measurements. (Eng.).

June 1959.

Lucjanek (Poland). Sailplane stiffness

requirements. (Eng.).

Niechwiejczyk (Poland). A "speed to fly" indicator—a new flight instrument. (Ger.).

Morelli (Italy). Wind tunnel tests on a slotted fin and rudder. (Fr.).

July 1959

—. Standard class evaluation at Leszno (1958). (Eng.).

Sandauer (Poland). Polish airworthiness requirements: gust cases. (Fr.).

August 1959.

—. Standard class sailplanes airworthiness requirements. (Eng.).

Gedeon (Hungary). Loads during winch launches. (Ger.).

Morelli (Italy). On the weight of sailplanes as a function of their main geometric parameters. (Eng.).

September 1959.

Skarbinski (Poland). (G) Techniques for lowering the production costs of sailplanes. (Ger.).

Zielinski (Poland). Protection of sailplanes against lightning. (Fr.).

October 1959.

De Lange (Holland). Death of Wolf Hirth. (Eng., Fr., Ger.).

Zatwarnicki (Poland). Polish thoughts on wing fittings. (Ger.).

November 1959.

Gedeon (Hungary). Sailplane landing loads. (Ger.).

December 1959.

Cijan (Yugoslavia). Standard class sailplane airworthiness requirements. (Eng.).

Sandauer (Poland). Standard class sailplane airworthiness requirements. (Eng.).

—. The World's Sailplanes: Data sheet and definitions. (Eng.).

January 1960.

Ferrari (Italy). Mapping of wave lift areas in Central Italy. (Fr.).

Puck (Germany). The use of plastics for the lifting surfaces of sailplanes. (Ger.).

February 1960.

Raspet (U.S.A.). Some thoughts on new approaches to soaring. (Eng.).

MacCready (U.S.A.). Comments after Dr. Raspet's paper. (Eng.).

Puck (Germany). Researches on the use of plastics for sailplane wings. (Ger.).

Claybourn (U.S.A.). Flight testing the HP-8. (Eng.).

March 1960.

Ligda (U.S.A.). Radar echoes from birds. (Eng.).

Pokorny (Czechoslovakia). Some notes on seeking new methods of sailplane lift--drag curve measuring. (Eng.).

April 1960.

Tippelskirch (Germany). New experiments on convection—the formation of ring cells. (Eng.).

Kuettner (U.S.A.). Vertical motions in the jetstream. (Eng.).

May 1960

Förchgott (Czechoslovakia). Convection cloud systems. (Eng.)

Larsson (Sweden). Method of studying waves and rotors. (Eng.)

June 1960

Raspet & Gyorgyfalvy (U.S.A.). The Phoenix as a solution to optimum cross-country soaring. (Eng.)

July 1960

——. M-100 S (Italian Sailplane). (Eng.)

——. EC 37/53 Spillo. (Eng.)

August 1960

——. Airworthiness for Standard Class Sailplanes. (Eng.)

Cijan (Yugoslavia). Effects of Structural Material on the System of Load Factors to Produce Optimum Strength. (Eng.)

——. Standard Austria. (Eng. Fr. Ger.)

"The World's Sailplanes" was published by OSTIV but is now sold out. A second volume is in preparation and will be based on parts printed in the OSTIV section. The *July* 1960 section consists entirely of descriptions and drawings of the Italian sailplanes M100s and EC 37/53 Spillo and the American M1 of Matteson. More new sailplanes will be featured in future issues.

September 1960

Gowin (U.S.A.) Propulsion for self-launching sailplanes. (Eng.)

Eppler (Germany). Die Endphase eines thermischen Zielfluges. (Ger.)

October 1960

Vernon (Gt. Britain). A wing-mounted trailing static carrier. (Eng.)

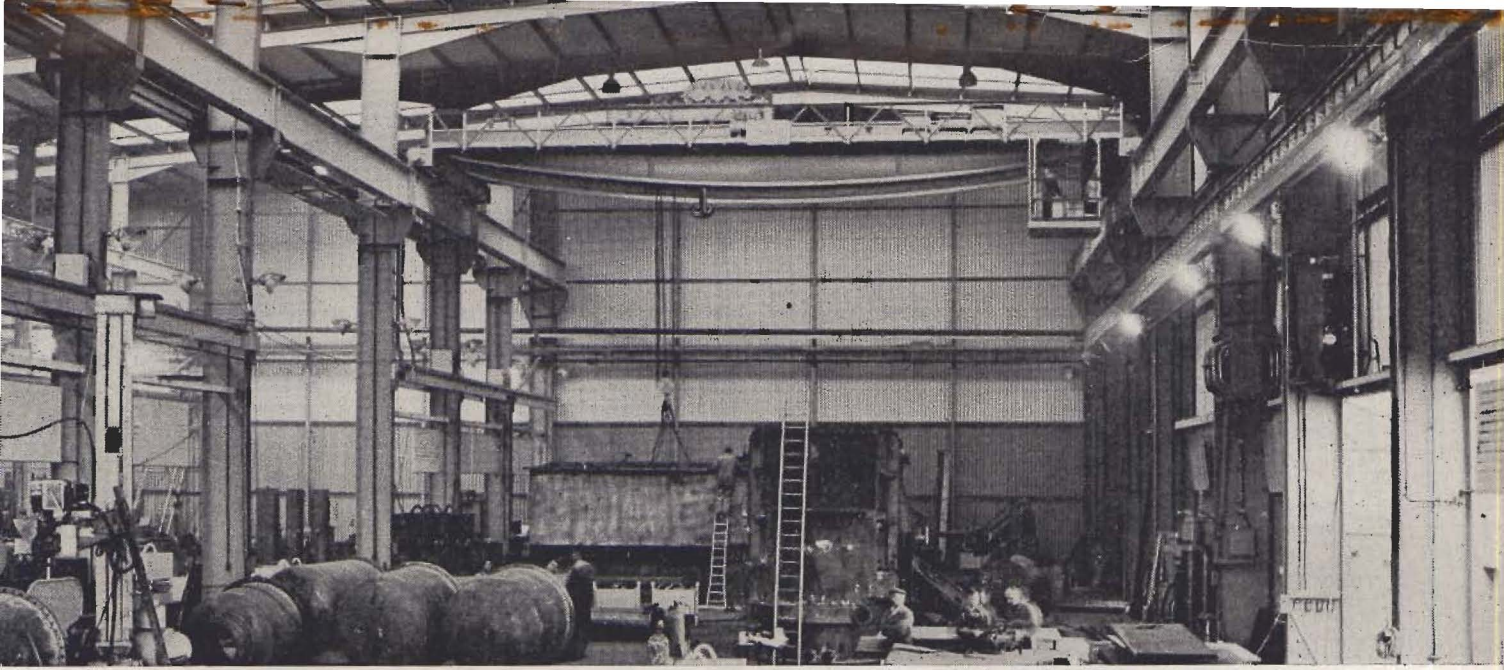
Matteson (U.S.A.). On the design of sailplane tail surfaces. (Eng.)

November 1960

Brochocki (Canada). A new tail-less sailplane BKB-1. (Eng.)

(To be continued)





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National Championship Results

League 1

Final Place Open Class	Standard Class	Pilot or Pilots	1 13th	2 14th	3 15th	4 16th	5 17th	6 18th	7 20th	8 21st	9 22nd	Final Points	Comp. No.	Sailplane	Entrant or Owner
1.		J. S. Williamson	320	727	944	992	997	1000	1000	988	1000	7968	86	Olympia 419	R.A.F.
2.		G. E. Burton	65	552	938	1000	820	959	915	1000	875	7124	67	Skylark 3b	Private Owner
3.		P. A. Wills	213	304	911	1000	930	587	903	982	943	6773	1	Skylark 3f	Private Owner
4.		A. J. Deane-Drummond	0	795	800	1000	665	796	661	1000	884	6601	72	Olympia 419	Army Gliding Assn.
5.		D. H. G. Ince	0	693	348	892	857	784	729	770	820	5893	75	Olympia 419	H. C. G. Buckingham
6.		Anne Burns	156	126	887	936	680	786	937	730	592	5830	19	Skylark 3b	Private Owner
7.		A. J. Stone	133	10	1000	936	675	697	590	1000	776	5817	189	Skylark 3f	Slingsby Sailplanes
8.		E. Stark	0	739	488	892	848	669	485	1000	596	5717	190	Skylark 3f	Army Gliding Assn.
9.	1	P. G. Burgess	0	680	560	892	752	767	134	912	703	5400	175	Ka 6	Private Owner
10.		P. M. Scott	0	240	950	1000	933	955	148	200	871	5297	10	Olympia 419	Private Owner
11.		A. D. Piggott	9	172	515	981	663	790	215	1000	940	5285	90	Olympia 403	Elliots of Newbury
12.		D. B. James	0	543	732	1000	822	798	44	531	768	5238	160	Skylark 3f	Private Owner
13.		C. W. Bentson	0	179	959	892	639	573	148	1000	612	5002	161	Skylark 3f	Private Owner
14.		R. A. Mann	0	1000	488	960	0	910	15	638	628	4639	150	Skylark 3f	C. Sellick
15.=		J. D. Jones	187	682	488	892	0	762	630	415	538	4594	180	Skylark 3f	Private Owner
15.=		G. H. Stephenson	0	102	182	892	907	947	148	625	791	4594	8	Skylark 3f	Private Owner
17.		F. D. Cretney	103	186	303	892	1000	796	148	450	649	4527	73	Skylark 3b	R.A.F.
18.		W. N. Tonkyn	0	71	515	892	610	651	134	899	707	4479	66	Skylark 3f	Private Owner
19.		F. G. Irving	0	136	705	892	850	656	0	377	781	4397	174	Skylark 3f	Slingsby Sailplanes
20.		E. G. Shephard	127	236	0	892	832	735	54	823	686	4385	52	Skylark 3f	Army Gliding Assn.
21.		J. Croshaw	0	102	894	878	777	767	148	297	512	4375	146	Skylark 3f	R.A.F.
22.		D. M. Kaye	0	81	929	892	412	656	148	1000	100	4218	60	Eagle	Private Owner
23.	2	G. Coatesworth	59	149	342	892	640	668	64	653	688	4155	89	Olympia 401	R.A.F.
24.		D. A. Smith	0	188	473	892	756	925	0	66	798	4098	42	Skylark 3	Private Owner
25.		G. H. Nixon M. C. Fairman	0	142	155	892	610	668	148	770	678	4063	177	Skylark 3	Private Owner

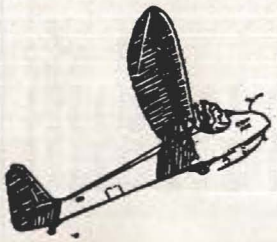
26.		H. R. Dimock	9	102	468	892	0	888	148	870	588	3965	155	Skylark 3f	Private Owner
27.		D. D. Carrow	0	208	91	892	885	770	148	349	568	3911	20	Skylark 3	Private Owner
28.	3	H. P. Hilditch C. Wills	0	82	622	892	650	645	563	220	236	3910	148	Skylark 2	Surrey Gliding Club
29.		J. Corbett & G. R. Hearsey	0	38	687	892	609	714	180	242	0	3362	58	Eagle	Army Gliding Club
30.		N. W. Kearon	24	82	210	892	637	770	26	82	586	3309	132	Skylark 3b	R.A.F.
31.	4	A. W. Gough	0	102	576	533	442	408	25	656	564	3306	145	Olympia 460	R.A.F.
32.		W. A. H. Kahn	218	149	488	892	610	555	33	242	113	3300	4	Skylark 3b	Private Owner
33.		A. Doughty	0	42	303	892	262	535	0	830	429	3293	91	Jaskolka	Private Owner
34.		Rika Harwood H. S. Mettam H. C. McKinnon	0	21	456	905	526	650	108	0	625	3288	65	Skylark 3b	Private Owner
35.		J. Bayley	0	0	424	892	378	708	0	220	600	3222	16	Skylark 3b	R.A.F.
36.		F. A. O. Gaze	0	58	430	302	677	703	145	365	539	3219	97	Eagle	Private Owner
37.		B. Thomas J. Tweedy	0	40	413	502	401	573	0	988	113	3030	71	Sky	Private Owner
38.	5	R. Rutherford	0	58	358	814	465	770	0	330	113	2908	41	Skylark 2	Private Owner
39.	6	R. Dunn	0	0	900	316	673	754	0	0	244	2887	181	Olympia 460	R.A.F.
40.=		J. R. Jeffries	0	82	618	567	234	668	7	622	—	2798	167	Weihe	Private Owner
40.=		C. Green	0	33	623	892	592	645	0	13	0	2798	18	Skylark 3b	Private Owner
42.		D. S. Snodgrass	0	0	501	323	323	769	29	166	630	2741	168	Skylark 3f	Private Owner
43.		A. H. Warminger	0	102	447	892	640	510	111	0	—	2702	44	Olympia 419	Private Owner
44.	7	P. Collier	0	0	299	892	234	567	0	587	0	2579	78	Skylark 2	Bristol Gliding Club
45.		C. A. P. Ellis	0	128	131	113	831	735	0	0	608	2546	9	Skylark 3	London Gliding Club
46.		A. Coulson	0	82	306	892	537	530	—	—	—	2347	3	Skylark 3b	Private Owner
47.	8	A. O. Sutcliffe D. W. Corrick	0	0	499	405	196	707	0	272	134	2213	14	Olympia 2	Bristol Gliding Club
48.	9	I. Paul	0	68	131	892	—	—	667	13	113	1884	2	Skylark 2	Private Owner
49.		R. T. Willbie K. O'Riley	0	90	0	186	0	372	29	964	113	1754	68	Skylark 3b	Private Owner
50.	10	J. V. Inglesby	0	—	101	488	—	309	0	—	0	898	7	Olympia 2	Private Owner
Hors Concours															
23+2+		J. Adamek (Poland)	0	137	448	892	645	778	673	452	113	4138	123	Skylark 2	Surrey Gliding Club
45+7+		K. H. Tiede (Ghana)	0	68	276	892	0	497	0	217	561	2511	176	Ka 6	Private Owner

Note.—A dash inidcates that the pilot did not fly; a zero that he flew but did not score.

League 2

Final Place	Pilot or Pilots	Date of Contest Day 14th	15th	16th	17th	18th	19th	20th	21st	Final Points	Comp. No.	Sailplane	Entrant or Onwer
1.	D. C. Kerridge	600		696		892		82					
	A. D. Purnell		637		793		900		760	5360	147	Skylark 3f	Surrey Gliding Club
2.	J. S. Fielden		730		362	951		700	1000				
	P. Berriman	66		1000			0			4809	200	Skylark 3	Private Owner
3.	B. J. Davey	0	325	693	912	1000	533	592	740	4795	11	Eagle	R. T. Cole
4.	G. McA. Bacon	359		808		806		179					
	E. W. Clarke		645		953		207		576	4533	113	Olympia 2	R.A.F.
5.	K. V. Newholme		1000		868		402		638				
	J. R. Chandler	117		595		856		0		4476	134	Olympia 2	R.A.F.
6.	V. C. Carr		818		875		83		328				
	H. Greenaway	0		634		930		659		4327	108	Olympia 2	Private Owner
7.	K. R. Aldridge	0	760	689	547	842	694	0	523	4055	99	Olympia 2	Private Owner
8.	G. F. Fisher	0		493	872		721		4				
	R. H. Perrott		590			752		416		3848	33	Skylark 2	Private Owner
9.	C. W. Macworth-Young	53		626	832		0	547					
	R. E. F. Smith		133			670			766	3627	13	Eagle	Private Owner
	—. Terry & —. Green												
10.	A. L. L. Alexander		445		915		199		194				
	G. S. Neumann	83		646		882		208		3572	187	Skylark 3f	Cambridge Univ. G.C.
11.	H. N. Gregg	66	436	448	793	694	0	219	870	3526	70	Skylark 3b	Private Owner
12.	E. T. Ware	240	493	677	789	639	165	71	437	3511	45	Skylark 3f	R.A.F.
13.	D. W. Stowe		660		1000		405	3					
	P. R. Philpot	0		473		772			170	3483	81	Skylark 2	Private Owner
14.	A. Loveland	0	516	865	840	734	0	431	38	3424	144	Olympia 460	R.A.F.
15.	R. D. Dickson	0	561	568	897	944	150	0	233	3353	34	Gull 4	Private Owner
16.	A. Eldridge	0		554		804		0					
	A. Pickles		165		686		582		523	3314	116	Olympia 2	R.A.F.
17.	C. Dorman					615		588					
	J. A. Evans	0	309	428	722		180		415	3257	12	Skylark 2	Army Gliding Club
18.	R. C. Stafford-Allen,	21		564			161		20				
	T. A. McMullin		651		636	667		452		3172	40	Olympia 2	Private Owner
19.	F. W. L. Sheppard		362		682		16		499				
	L. P. Goldney	62		672		841		0		3134	63	Skylark 2	Army Gliding Club
20.	M. S. Hunt	0			932			411					
	D. Cunningham			646			364						
	P. Martin		42			567			21	2983	129	Olympia 2	Coventry Gliding Club

21.	P. Minton & J. Bridgewater	128	101	597	872	727	356	0	192	2973	96	Eagle	Imperial College G.C.
22.	H. R. Browning K. J. Bignell	19	653	639	872	785	0	0	0	2968	15	Skylark 2	Imperial College G.C.
23.	R. I. Tarver J. A. Findon	0	788	492	890	236	0	0	523	2929	48	Olympia 2	Private Owner
24.	J. D. Spottiswood J. Delafield —. Taylor & —. Dawson	0	718	615	0	880	514	104	10	2841	74	Eagle	R.A.F.
25.	M. C. Russell W. R. Bradford	0	760	656	417	943	0	0	21	2797	43	Petrel	Private Owner
26.	S. R. Dodd J. M. Hands	0	493	475	748	480	214	*0	110	2520	64	Skylark	London Gliding Club
27.	J. H. Welsh	0	0	472	229	735	465	0	544	2445	110	Olympia 2	Army Gliding Club
28.	J. E. Torode R. Procter G. A. Lewis	0	550	513	693	670	0	0	(—)	2426	196	Bocian	R.A.E. Gliding Club
29.	J. C. Riddell J. K. White	7	581	433	362	714	122	0	201	2420	95	Skylark 3f	Private Owner
30.	D. M. Riddell M. Bird & —. Broad	0	515	(—)	797	890	0	0	71	2273	47	Ka-7	Private Owner
31.	G. J. Rondel I. Strachan	0	692	513	0	856	0	76	91	2228	87	Olympia 2	Fenland Gliding Club
32.	A. H. Baynes K. W. Blake	0	314	472	622	388	0	279	0	2075	37	Skylark 3b	Private Owner
33.	E. Jerzycki L. Kurylowicz R. Zgorski —. Krzyster	75	133	471	55	611	0	0	655	2000	186	Bocian	Polish A.F.A.
34.	B. Jefferson J. P. Mackenzie	99	0	538	607	733	0	0	0	1977	191	Olympia 2	Private Owner
35.	J. S. Johnstone G. Whitfield —. Braham & —. Cruickshank	0	0	463	843	535	0	0	17	1858	55	Eagle	Cambridge Univ. G.C.
36.	M. I. Gee J. Baker	0	214	587	822	0	0	0	58	1681	35	Skylark 2	Surrey Gliding Club
37.	G. T. Collins	0	34	375	497	0	338	0	380	1624	103	Skylark 3f	Private Owner
38.	J. E. G. Harwood	0	0	424	374	120	0	0	0	918	80	Swallow	Crown Agents G.C.
39.	L. Glover	0	0	469	0	70	(—)	0	0	539	195	Viking	Coventry Gliding Club
40.	K. R. Pearson	0	0	0	0	0	(—)	0	0	0	163	Skylark 2	Northampton G.C.



ITS - ALL - YOURS

For and About Instructors



THIS feature will be short this time on account of the National Championships occupying a lot of everyone's time. From the instructor's angle these were successful because there was remarkably little damage to gliders. I think there was no glider broken to the extent that it could not be repaired in 48 hours; usually the glider was back in use the next day. Having heard quite a lot of stories about the minuteness of the fields landed in, and the numbers of gliders in each field, it would certainly appear that today's pilots do not turn out too badly—whatever sins they may have committed while learning!

Although not strictly an instructing matter, I feel we should all be most grateful to the farmers who not only tolerate gliders landing in their fields, but who are most kind and generous with their hospitality as well. How to say "thank you" to farmers should be an integral part of a glider pilot's training.

The Instructors' Panel, 1961

I am very glad to welcome on to the panel as examiners two new members, Alwyn Sutcliffe of Bristol, and Allan Pratt of Newcastle. This brings the number to 12, as follows: Ann Welch, Ken Machin, Tom Davidson, John Williamson, Paul Minton, Derek Piggott, Derrick Goddard, Bernard Thomas, George Collins, David Darbishire.

There will be a meeting of the Panel in July at the Derbyshire & Lancashire Club to discuss, among other things, the operation of the T-49, the Slingsby Capstan, which has been made possible by the generosity of W. D. & H. O. Wills. With this aircraft the ideas of the travelling circus, which was so successful two years ago, combined with the elements of a central instructors' school, at last become possible.

B.G.A. Approved Instructors' Courses

So far three courses have taken place, with a total of 8 instructors going through. Four of these obtained Categories, and three passed out as elementary instructors. Further courses arranged for this year are:—

B.E.A. (Silver Wing) Gliding Club, 31st July-5th August.
Lasham Gliding Society, 17th-23rd September, 8th-14th October.

Laws and Rules

A new booklet covering the Law of the Land for glider pilots, the B.G.A. operational regulations, and sundry miscellaneous useful information, such as Met. Office and gliding club telephone numbers, how to get C's of A, and Instructor categories, etc., is now available from the B.G.A. office, price 2s. 3d. post free.

B.G.A. Qualifying Competitions

NOW that more gliders are being entered for National Championships than can be accepted, it is necessary to have some form of qualifying competition. The following has been approved by the Council of the British Gliding Association, and will come into operation forthwith.

A B.G.A. Qualifying Competition may be run by any B.G.A. Club at any time either for a period of consecutive days, or for a stated number of consecutive week-end days. National Gliding Weeks, Rallies and Inter-Service competitions can all be used as Qualifying Competitions, provided that the following conditions are met:

(i) The competition must be announced by the organisers at least 6 weeks in advance of the first day, and it must

be open to entrants from other Clubs, or, in the case of Service competitions which are unable to take civilians, to other Services, or other units of the same Service. At least one-third of the available places shall be available to outsiders, which if not taken up by the closing date may be filled by local gliders and pilots.

(ii) There shall be a minimum of 10 genuine and qualified entrants at the start of the competition.

(iii) There shall be a minimum of three contest days (i.e. days when 20% of the competitors score marks).

(iv) The B.G.A. General Contest Rules, Marking System and Headings for Local Regulations shall be used. Any modifications which are desired to be made to the marking system shall be approved by the B.G.A. Flying Committee.

(v) The results of the competition shall be forwarded to the B.G.A. on the standard form.

(Note: All documents and information are available from the B.G.A. office.)

ANN WELCH.

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CHAMPIONSHIP FORECAST

THE winner of the Competition was W. Swift, Esq., of Bay House, Ash Street, Ash, nr. Aldershot, Hants. Although only £20 was received in entry fees, which was less than the printing cost of the forms, the Organisers have decided that Mr. Swift will receive £10 and the B.G.A. Instructors' Training Scheme will be credited with £5.

ANOTHER COMPETITION

READERS who took part in the National Championships are asked to send in their best landing, post-landing or retrieving stories. If cartoons are available, they would be welcome, too. Prizes will be given for those stories published. The Magazine Committee will judge the entries, and their decision will be final.

National Championships 1961

by Ann Welch

PERHAPS I'd better retire. The four times that I have run the Nationals, we have been blessed with fine soarable weather—in England! No one can expect more luck than this—nor has any right to expect it to continue.

Ninety-two gliders started the Nationals —the extra two pilots were both flying *hors concours*, and were J. Adamek, our guest pilot from Poland, and Karl Tiede, from Ghana—and we had 10 consecutive contest days.

The gliders flew approximately 51,000 cross-country miles, landing away about 750 times—570 in fields, 180 on aerodromes. Slight damage only was caused to gliders at the rate of once to every 95 field landings. The trailers, however, did some 150,000 miles, having an incident about every 15,000 miles, though several of these, surprisingly, were between "friends". During the 10 days, Gold C distance was exceeded 68 times—41 times on one day. There were 1,250 contest launches, and in airport parlance some 800 movements were made on one of the days.

This all sounds immensely impressive, but what did we *learn* from the 10 days of fun and hard work which, as far as I was concerned, went all too quickly?

Ninety Odd Gliders

What had worried me a great deal was the extent of the risk of collision. Although there has never been a collision in big contests, there must obviously come a time when sheer numbers of gliders increase this risk unreasonably. It did not seem to happen this time, and there were no complaints of dangerous flying or "undue proximity". Even when a Swallow, unlucky on the waiting list, flew to Lasham from Nympsfield when League 2 were racing in the other direction, there was no problem, although more than one pilot had an extra check on his compass reading when one glider in the stack set off in the opposite direction at the top of each thermal.

The real problem with big competitions is that there is a considerable risk that the period required for launching becomes too long, and, as a result, there may be introduced an appreciable element of luck. If the weather had been poor, it would have been possible to fly only one League on each day, giving a contest to each League of 5 or 6 days. Although this would undoubtedly have caused disappointment, it should be realised that even a World Championship rarely gets in more than this number of days in a fortnight, and we had 9 days for League 1 this time out of 10 possible.

I am glad we have run such a large competition, because we now know that it can be done; but I think in future 75 (40 in League 1 and 35 in League 2) is about the optimum.

Tasks

Now that pilots have become so good, the shape of our Island and the existence of control zones are creating problems which do not exist in a large continental country. Twice, during the Championships, Distance along a Line became an unsatisfactory task because the pilots ran out of land. This problem was not unknown, but on both these days the met. forecast was such that no speed tasks were possible, and the likelihood of anyone getting to the coast extremely remote. On both occasions the weather improved greatly and unexpectedly, and several gliders reached the limit of the land.

I would like to say here that British pilots are probably served better by their met. men than any others in the world, but there will always be occasions when the weather is unpredictable to the extent that even "Wally" Wallington's immense experience,



John Cochrane (left) and "Wally" Wallington (Photo A. E. Slater)



L. to R.: Barbara Carrow, Caroline McQuade, "Fluff" Slingsby, and Ann Welch, during a break in their official duties.

(Photo W. F. Jordan)

backed up by the resources of the Met. Office, cannot assess it to the accuracy we want, and have, after years of being spoilt, come to expect.

The answer to the difficulties in England of Distance on a Set Line is not to create a new task, but to think of it normally as Distance along a bent line. In other words, to accept the inconvenience of having to man a distant turning-point at short notice, and to have the line return either through base, or in some other suitable direction: the object being to obtain a suitable line the end of which really is physically impossible to reach.

The London Control Zone, however, was instrumental in causing, in a desperate 20 minutes before Briefing, the creation of a sort of new task. The problem was to create interesting flying possibilities in a wind resolutely blowing towards London Airport. The best possibility was to try to get everyone to Benson, 30 miles N. of Lasham, from where greater freedom of manoeuvre was possible. It was not, however, desirable to continue a flight line northwards, as the weather was poorer in that direction, and a change of direction on a set line in the direction of East Anglia gave, on the forecast, a great increase in marks to those who rounded the corner and would now have a tail wind, over those who just fell short of the turning-point.

The answer lay in abiding by the dictum of "when the task setter is floored, leave it to the pilots". Thus was Free Distance beyond Benson set, and an interesting scatter of pins it produced, with Roger Mann being almost the only one to go S.W., ending up with a flight to Torquay, 30 miles further than anyone else. Born of necessity, Free Distance beyond a Turning Point probably has a useful place in English competitions.

It was a pity that it was not possible to set more Triangles, if only to avoid wearing out the crews, but this was not reasonable on the forecast, even calculating on a 30-knot through-the-air speed for League 1, which is high for weak to moderate thermals.

Marking

Having at different times tried the various alternative penalties for divergence from a set line, race or otherwise, I am convinced that these want to be considerable. P—X (projected distance less the minimum distance to score) is not strict enough, and allows people to obtain marks who have just turned away downwind because it is easier, or who have not even seriously attempted the task at all. P—X—F (in which the

offset is subtracted from the projected distance) is better in all cases: Distance on a Set Line, races in which no one has reached the goal, and for those pilots who fail in otherwise successful races. There is always the risk that the penalty may put so many people back short of X that the day fails as a contest day at all, but one which is acceptable.

Prizegiving

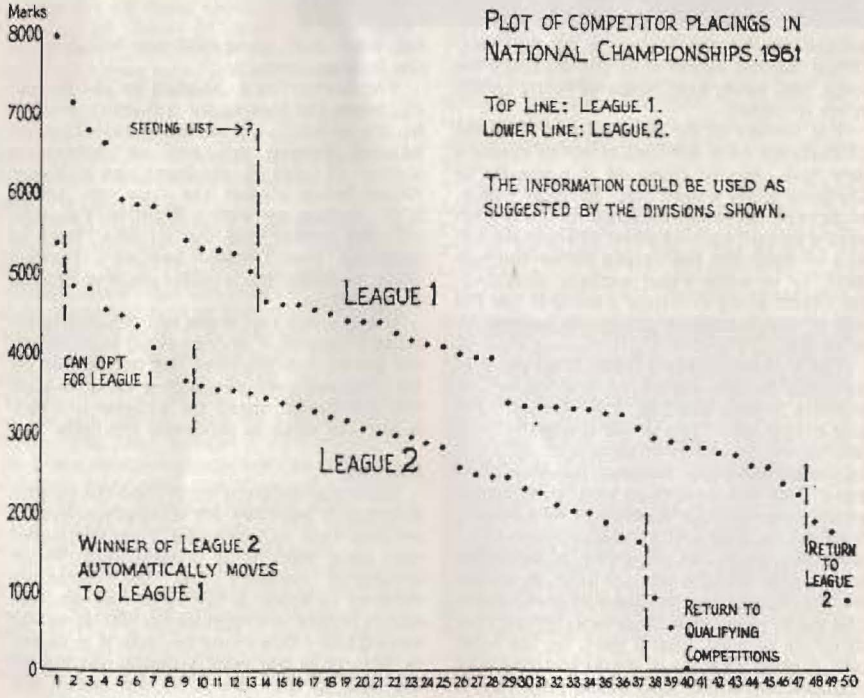
If the weather is good for a short task on the last day, then it is a great pity to waste it; but it is a nightmare trying to do both. There is simply not enough time to get out the marks, allocate the prizes and make all the necessary arrangements. This year we were immensely helped by the great kindness and patience of our president, "Brab", and the seriousness was taken out of the panic by the unheralded arrival of a Hurricane and Spitfire which arrived (almost literally) in the middle of Lord Brabazon's speech. It was, by chance, a historic occasion, with Aviator No. 1 and two famous fighters of the war, together at the biggest Nationals.

Nevertheless, in future, I think we must either fly or have a ceremony, although a compromise which would still allow flying foremost, and a little ceremony afterwards, would be to give the Daily Prizes each day at Briefing, and reduce the quantity of prizes for the last day to 1st, 2nd and 3rd only in each class, and, if necessary, to send on special prizes by post. It is not reasonable to have an evening ceremony on the last day on account of nearly everyone having to be in their offices all over England at 9 a.m. Tuesday morning.

The Future

The scheme for B.G.A. Qualifying Competition was accepted by the Council at its last meeting. (For details see p. 232).

These qualifying competitions will supply information on pilots' capabilities, but the best method by which this knowledge should be used was produced by Charles Dorman during the Nationals. He suggested



that, by plotting the results, you would find obvious points on the chart which would show those who were much better than average, and those who were much worse. If charts were made of all recent Nationals, and at all qualifying competitions, it would be relatively straightforward to see what an individual's "rating" was and whether his performance was consistently average, in which case he should remain where he was; consistently high enough to go on, say, the seeding list; or consistently poor enough to leave the Nationals and revert to Qualifying Competitions, and possibly work up through them to re-qualify. This will not, obviously, be as simple as a game of Snakes and Ladders, because there will always be pilots who have only flown in teams, or who have been absent abroad; but it will provide a background of real information to aid selection committees, who may be otherwise provided with little but opinion, or a pin. I have got out a chart for this year's Nationals, and rather arbitrarily marked it into sections to provide food for the statisticians to nourish themselves on. (See accompanying diagram.)

Finally, I would like to thank the very many people, Lashamites and members of other clubs, officials and invisible workers, who all gave up their holiday or much of their spare time to help make the Nationals a success. They were all a pleasure to work with.

NORTHERN GLIDING COMPETITIONS

CAMPHILL has been the site of many National Gliding Competitions, both before and after the war, but, since the rather damp experience of running the 1954 Internationals, the Derbyshire and Lancashire Gliding Club has organised no competitions at all.

Enthusiasm for competitive gliding has grown until now the numbers of would-be competitors at the National Championships obviously need more meetings at which to gain the experience necessary to qualify for entry to this event.

The Northern Gliding Competitions, to be held at Camphill from Sunday, 30th July to Monday, 7th August inclusive, are intended by the Derbyshire and Lancashire Club to provide such experience. This competition will be for the Peak Trophy. It is the first of an annual series of meetings where the less experienced can have the opportunity of competing—in company, it is hoped, with a leavening of pundits!

F. O. WARD.

Manners, Please

A YOUNG man who farms within close range of the recent Gliding Championships tells me that somebody ought to teach these pilots the sort of manners which we expect in the countryside. No doubt it is impossible to avoid coming down in crops but some effort to apologise ought to be made.

Just walking out into growing crops and taking planes to pieces without leave, as has happened several times in this man's case, will only lead to hostility, which could so easily be avoided.

(The above item was published in "The Farmer and Stockbreeder" shortly after this year's National Championships).

B.G.A. NEWS

Gold and Silver C

The cost of registration for completion of Gold or Silver C is 15s., and the badges are 7s. 6d. for Silver and 10s. for Gold. Duplicate badges are 10s. for Silver and 15s. for Gold.

Aerobatic Contest

The National Aerobatic Contest will again be held by the London Gliding Club at Dunstable on 24th September, 1961. Write to London Gliding Club for details.

Warning from Technical Committee

During the last two years a long series of accidents involving Skylark and Eagle canopy covers have been reported to the B.G.A. Will pilots please remember that it is necessary to **LOOK** at the canopy catches to see that the clasp is properly engaged.

Checking by pushing the canopy will not reveal that the clasp has not engaged the tongue. A **VISUAL CHECK** is therefore necessary.

Championship Awards and Prizes

LONDONDERRY CUP.—J. S. Williamson, winner of Individual Championship, League 1.

L. DU GARDE PEACH TROPHY.—H. P. Hilditch and C. Wills, winners of Team Championships, League 1.

FIRTH VICKERS TROPHY.—D. C. Kerridge and A. D. Purnell, winners of Team Championship, League 2.

FURLONG TROPHY.—B. J. Davey, winner of Individual Championship, League 2.

PAN AMERICAN TROPHY.—P. G. Burgess, winner in Standard Class, League 1.

KEMSLEY CUP.—Surrey Gliding Club, for highest scoring entry in either League: Skylark 3 F flown by D. C. Kerridge and A. D. Purnell.

EON CUP.—Surrey Gliding Club for same entry: highest scoring British-built glider of the type most strongly represented (Skylark 3).

SLINGSBY TROPHY.—B. J. Davey (pilot) and R. C. Cole (entrant) of highest scoring British-built two-seater glider of the type most strongly represented (Eagle).

SPECIAL PRIZES IN LEAGUE 2

Cambridge University Gliding Club: entrant of club glider making longest goal flight (pilot A. L. L. Alexander).

Surrey Gliding Club, for best club entry (pilots Kerridge and Purnell).

Imperial College Gliding Club, whose members, B. J. Davey and R. T. Cole, flew the highest placed two-seater glider.

J. S. Fielden and P. Berriman: best Team among those entered for the first time.

L. Glover, pilot of oldest glider (Viking).

J. Adamek (Polish Aero Club): best performance flying *hors concours*.

Inter-Services Team Championship

SALMOND TROPHY.—Royal Air Force winning team:—Sgt. J. S. Williamson, Wing Cdr. J. Croshaw, Flt. Lt. F. D. Cretney.

Inter-Service Individual Championship

EMMETT TROPHY.—Sgt. J. S. Williamson, R.A.F.

R.A.F. Individual Championship

MCEVOY TROPHY.—Sgt. J. S. Williamson.

FORTHCOMING EVENTS

July 30th-Aug. 7th	Northern Gliding Competitions, Camphill.
Aug. 5th-7th	Lakes G.C. "At Home".
Sept. 2nd-3rd	Competition and barbecue week-end at Nympsfield.
Sept. 24th	National Aerobatic Contest, Dunstable.
October 6th	Kronfeld Club Annual Dinner and Dance.
Nov. 15-25th	Kronfeld Club Fourth Painting and Drawing Exhibition & Competition.

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OBITUARY

FLIGHT LIEUT. E. W. CLARKE

WITH the death of Flight Lieutenant E. W. Clarke on Saturday, 27th May, 1961, in a tragic accident to a Skylark IIIF near Cambridge, gliding lost a most valuable, enthusiastic and unforgettable figure. The sympathy of all will go out to his widow, Barbara, and their daughters.

"Nobby" Clarke loved flying of every description, whether in gliders, sailplanes or powered aircraft. Throughout his R.A.F. service, including the war, he flew operational aircraft and did all he could to remain on flying duties. At the time of his death he was a pilot with No. 64 Squadron Javelin All-Weather Fighters.

"Nobby", who was fanatically keen on the advancement of gliding, was widely known and liked. Wherever he went he was instrumental in starting or increasing gliding activity. He started a gliding club in the Suez Canal zone when serving there. This flourished until the evacuation, at a time when "Nobby" was in England working on forming another club. Wherever he remained for any length of time a club started, or an existing club increased its activity and efficiency because of his efforts.

He was the founder, prime mover and C.F.I. of the R.A.F.G.S.A. Clevelands Club at Leeming in Yorkshire, and did an enormous amount of successful work to build it up before being posted in 1959 to Duxford, Cambridgeshire, where he was the Secretary and an outstanding member of the thriving R.A.F.G.S.A. East Anglian Club.

He was a determined and competent competition pilot who flew in a number of contests, including the Long Mynd Easter Rally, 1959; British National Championships, 1959; R.A.F. Championships, 1960; and British National Championships, 1961.

He was a happy, friendly, helpful person, but very argumentative. He would argue fiercely all night if necessary. He became excited and aggressive in argument, but he fought not for himself but for the sport he loved. He had a keen and analytical mind which he used on technical and administrative problems of gliding, and he stated his mind frankly and fearlessly. Many of his ideas were very good and were adopted with success and benefit to all. He was a character; and those who were close to him came to use some of his favourite expressions which were known as "Nobbyisms", e.g., "this is a known defect", "this is clearly not acceptable".

He was an active member and instructor of the Cambridge Club, and was flying an aircraft of that club when he was killed. He accompanied the Cambridge Club on some of their expeditions and flew at most of the active sites in the country. He was a staunch believer in the necessity for the closest possible co-operation between civilian and service gliding, and he worked assiduously to this end. It is easy for misunderstandings to arise between civilian and service organisations, and "Nobby" had a happy knack of effectively explaining one to the other in the gliding world.

He packed into his comparatively short life far more than most do in "three score years and ten".

N. W. KEARON.

* * *

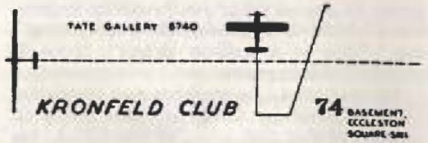
WILLIAM DOUGLAS

WILLIAM Douglas, who died on 26th February, began gliding with the Ulster Club in 1931, and subsequently visited several clubs and competitions in England as assistant to the late William Liddell. He also spent a short period at the Slingsby works. During the last war, and for some time afterwards, he served as an A.T.C. Gliding Instructor with Northern Ireland Command.

His ready handiness with aircraft, and long experience of cars and trailers, was more useful to the Ulster Club. While flying at the Magilligan Site on 15th June, 1947, in a Club Kite I, Willie Douglas established an Irish Duration Record of 6 hrs. 56 mins. He retired from actual flying shortly afterwards, but continued to help the Ulster Club by often taking charge of its ground organisation, to the delight of the members present. He was also active with Shorts Club for a considerable time. In the summer of 1958 he accompanied William Liddell to the Long Mynd and assisted as winch driver.

The death of this lovable personality, so extraordinarily helpful in gliding and other worthy causes, will be very keenly felt by his numerous friends whose sympathies go to his widow and daughter in their great sorrow.

CARL A. BECK.



TICKETS for the Club Annual Dinner and Dance, which is being held on Friday, 6th October, at the Eccleston Hotel, are now available. The price is 50/- for a double and 30/- for a single ticket. If you are not likely to be visiting the Club in the near future please apply to the Secretary by post. The time of the Dinner is 7.30 for 8 p.m., which will be followed by dancing until 1 a.m.

In November there will be the Fourth Annual Painting and Drawing Exhibition and Competition from the 15th to the 25th. Full details and application forms may now be obtained from the Club or by post from Mrs. Bonham, 14 Little Brownings, London, S.E.23. Tel.: Forest Hill 9390. It will be remembered that this was a most successful event last year and it is hoped we will again have a record number of entries.

Much interest has been shown recently in the series of U.S. films depicting the history of the Air Force from 1914 to the present day. The series will continue on alternate Wednesdays until the middle of October.

A superior quality Kronfeld tie is now available in 100% Terylene, in either dark navy or wine. Price 15/-.

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

July 26th "Gliding in Ghana" by Gerry Burgess.
Aug. 2nd U.S. Air Force Films, "Two Years of War".
Aug. 9th See Posters.
16th U.S. Air Force Films, "Prelude to Invasion".
23rd See Posters.
30th U.S. Air Force Films, "D Day" and "The Ploesti Raids".
Sept. 6th "Gliding in Poland 1961" with slides by A. and L. Welch.
13th U.S. Air Force Films, "Victory in Europe" and "Air War Against Japan".

H.S.S.T.

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BOOK REVIEWS

Meteorology for Glider Pilots, by C. E. WALLINGTON. Published 1961 by John Murray, London. Price 25s.

CONGRATULATIONS to "Wally" Wallington and his publishers for producing this outstanding book. It supersedes all previous publications on the meteorology of soaring flight and is written and illustrated in such a clear manner that it is easy reading even for the beginner.

Wally has the gift of writing simple, concise explanations of the most complicated phenomena. He has managed to pack the necessary fundamental facts about the weather into less than half the book, leaving the rest for details of special interest to soaring pilots.

Several chapters have been devoted to explaining the terms and symbols used in weather forecasting and weather maps. These will help the reader to get much more value

from the rather brief newspaper and radio forecasts. Valuable advice is included on how and where to obtain forecasts of soaring conditions, and on the various services offered by the Meteorological Office.

The results of recent research into thermals, waves and thunderstorms are all included and make an interesting comparison with the accepted theories of even ten years ago. The evolution of a bubble of warm air into a vortex ring is now accepted as the basic life-cycle of most thermals. Perhaps it is a pity that the significance of this particular theory is not discussed in more detail in the book, as so few glider pilots seem to have heard about it. Presumably Wally decided to stick to his own subject and to avoid any controversy about the technique of thermal soaring.

In a country as small as England no pilot can afford to be ignorant about the effects of the Sea Breeze. The chapter on this subject should pave the way to some fascinating cross-country flights along Sea Breeze Fronts with 500-km. possibilities.

After many years of forecasting for our gliding championships, Wally is aware of how ignorant most of us are about meteorology. I am sure that his book will do much to remedy this sad state of affairs. A.D.P.

Tackle Gliding This Way, by JOHN SIMPSON. Published 1961 by Stanley Paul, London. Price 12s. 6d.

ONE of the great problems which face instructors in gliding is that often not enough time can be spared for pre-flight discussion with the pupil. As a result it is vitally necessary for the pupil to read as much about the art of gliding as possible. John Simpson, who is well known in gliding circles, has written a delightful book which will help very many budding glider pilots for years to come.

His book takes the pupil from his earliest days in gliding through to the more advanced form of flying. He has included a most useful Wind Speed table which should surely be displayed in every clubhouse.

The book is very amply illustrated not only by excellent photographs and diagrams but by the most delightful sketches ever to appear in any book on gliding. An excellent book, highly recommended for all pupils from pre-solo to post-Diamond C.

W.A.H.K.

The Eye of the Wind, by PETER SCOTT. Publised 1961 by Hodder & Stoughton, London. Price 40s.

IF any gliding enthusiast was asked what he would like to do if he couldn't glide, he would give a list covering sailing, fishing, under-water swimming, bird-watching, and so forth. He would then find that one remarkable man has actually done the lot, and excelled in each, though for most people life would not seem long enough to cover more than one.

Peter Scott's autobiography is a long book—over 600 pages—because he has done so much more than anyone else. My only criticism is that it is an autobiography without tears, and I cannot quite believe that any man with the abilities of a man of action and the sensibilities of an artist could have got through life so far without his share of the greys and blacks. Since it is these, and the man's reactions to them, that more than anything else shape his character, one closes the book still feeling that Peter has kept himself hidden with a decent British reticence.

Glider pilots will, of course, be particularly interested in the final chapters, recording the impact made on a late entrant to the movement who very quickly got himself to the top layers of performance. Various flights are described with a blend of lyricism, nostalgia, and a picture of the curious combination of friendship and competition which is the essence of the gliding fraternity. One story of an out and return flight in the 1959 Nationals in a changing cloud of competing sailplanes is to me one of the most evocative pictures of gliding I have read. P.A.W.

NOTE.—All the above books can be obtained from the British Gliding Association. Postage is extra.

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", 60, Church Street, Cabramatta, N.S.W., 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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"SOARING"—Official organ of the Soaring Society of America. Edited by Lloyd M. Licher. Obtainable from Soaring Society of America, Inc. Box 66071, Los Angeles 66, California. Subscription $4.00 in North America and $5.00 elsewhere, apply to your Post Office for a form.

"THE GLIDING KIWI" — Illustrated quarterly journal of the New Zealand Gliding Association. Annual subscription 8/- sterling or $1 United States or Canada. Write the Business Manager, 4 Barlow Street, Ilam, Christchurch, New Zealand.

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FOR SALE (contd.)

ONE two-seater Falcon III. 1 two-seater (as spare). 35 H.P. Alvis winch and 1,300 yds. cable. 2 Kirby Cadets Mk. I (as spares). Box No. 84.

PARACHUTES. 24 ft. nylon back-type £10 each, 24 ft. nylon seat-type £8 each. Further details from H. H. Bradford Ltd., Ramsey, Harwich, Essex.

NEW TRAILER for Skylark III or any other Sailplane for sale:- Tel. Kettering 5552 - Prozerskis, 24 Exeter Road, Kettering, Northants.

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1961 SKYLARK IIIF, complete with all instruments, parachute, trailer, £1700. 26 Beechcroft Road, Alverstoke, Hants.

WANTED

HIGH performance glider wanted, preferably two seater. Box No. 87.

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WOULD several people like form syndicate fly performance two seater, based perhaps Lasham. Box No. 86.

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Correspondence

JOINING BROKEN CABLES

Dear Sir,

It may be presumptuous for a member of the relatively junior Swindon Club to offer the fruits of its limited experience to the Ground Equipment Engineer of Lasham Gliding Society and indeed to the readers of your journal, but that is the purpose of this letter.

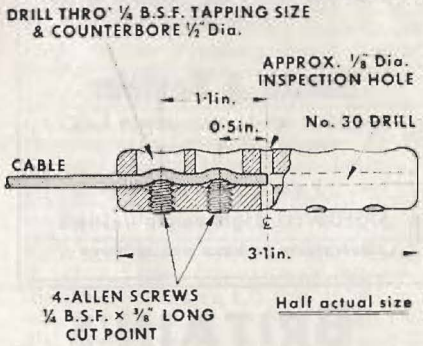
I refer to the article in the April issue on the management of launching cable, and in particular to the acceptance of the practice of tying reef knots in "piano wire" cable, whilst acknowledging that such knots are themselves a major cause of cable breaks.

This practice has nothing to commend it, for the knot, with its built-in kinks, is technically unsound, is uneconomic due to the loss in flying time whilst effecting repairs, and time-wasting in the need for frequent inspection and renewal of joints (your correspondent advocates daily renewal). For these reasons at Swindon we have developed a cable joiner which on test develops a strength equal to the breaking load of the cable, which is cheap to produce, can be fitted in a matter of seconds, requires no skill, no maintenance, and can be easily inspected.

I enclose a drawing of the cable joiner; the only fitting instructions are to feed the cable-end in until it can be seen in the inspection hole, to tighten up the inside screws first, and to tighten until the screw is approximately flush with the body of the unit.

None of these units have failed in several hundred launches from concrete runways, nor has it been necessary to re-tighten screws during the life of the cable. When the cable is "retired" the units can be reclaimed.

We would be glad to supply a specimen to any club at a purely nominal cost.



W. A. C. KENDALL.

Swindon Gliding Club.

* * *

Dear Sir,

I studied the article by Bob Lintern in SAILPLANE & GLIDING (April 1961) on Launching Cable and its Management, and, shortly after, found myself driving the tow-car. With the help of Bob's instructions, everything went well until I had to D.I. the cable and came to where Bob blithely states: "All knots should be re-tied every morning."

I now have a badly scratched finger and would appreciate detailed instructions on an easy method of:—

(a) Breaking the Cable (or untying the old knots).
(b) Re-tying the broken ends.

H. F. JACQUES.

Walton-on-Thames.

MR. BOB LINTERN replies to Mr. Jacques:—The clue to breaking the cable given is in the article to which he refers, i.e., kink it! In more detail, place both hands on the cable, about 18 ins. apart, at the spot it is desired to break it; form a loop and pull this tight, ending with a sharp tug. If this fails to break the cable, any slight effort to open the kink thus formed will always produce the desired result.

A word of warning: *never* attempt to make things easier by using a foot to secure the cable and both hands to pull; so little effort is required that the resultant flaying end

can cause a very nasty gash to the face, or worse.

Tying of knots is equally simple and quick:—

1. Form a Loop about 4 ins. in diameter 12 ins. from the free end, secure by wrapping this free end around the main cable. (In the event of a break during launching, this loop is now used to drag this part of the cable towards the other part, which has invariably drifted down wind.)

2. Push about 18 ins. of the other free end through this loop, bend around about a 4-in. diameter, pass back through the original loop to form a reef knot, secure as before.

Do not attempt to tighten; the next launch will do it for you!

As regards the Swindon Gliding Club's Cable Joiner, this is yet another slight variant of an old hardy perennial. Whilst it has a lot to recommend it for a small club, all members of which take an active interest in the actual launching and launching equipment, there are several snags:—

1. In my view, such an item could not be produced in the comparatively small numbers required, *by paid labour*, for under 3s. 6d.

2. Since the only breaks we are interested in repairing are those caused by kinks, one, or both broken ends invariably have "a nasty little jagged bit" that sticks out at an angle and makes threading difficult.

3. With the Allen-key required for tightening, this means two more items to be safely stowed, and checked, on the D.I.

4. With a large club, averaging at least 90 auto-launches per day, one of the ever-changing band of drivers will, sooner or later, walk off with that vital key in his pocket, or leave it on the runway!

Incidentally, I have never known a knot fail unless it has been in use long enough to have become badly worn.

Knots? Cable jointing devices? *Both are testimony to bad launching technique!*

SELECTING FOR LEAGUE 2

Sir,

Having just suffered the frustration of being a member of one of the teams that was balloted out of League 2 of the Championships, I would like the opportunity of commenting on the system of selection. What I have to say is mostly destructive criticism, my intention being to clear the ground thoroughly so that a fresh approach to the problem of too many entries can be made in future.

It appears that a satisfactory system of selection was not worked out well in advance because of the majority view that there would not, in fact, be too many entries. This extraordinary state of affairs is akin to a pilot not taking a barograph because the majority opinion is that Diamond height will not be possible to-day. Were the organisers ignorant of the concept of insurance?

When it became known that there were indeed too many entries, it seems that the organisers seeded them to a certain extent, accepting those universally known to be good, and excluding those with inferior aircraft. Herein lies the second mistake. What is the use of handicapping League 2 in an attempt to eliminate relative aircraft performance, and then using performance as one of the criteria of acceptance? It seems that the left hand of the B.G.A. knew not what the right hand was doing. Having handicapped the League with the express purpose of giving all pilots equal opportunities, the only logical method of seeding depended solely on pilot skill. Alternatively, *all* the entries might have been put in the ballot, but I am against ballots anyway, for reasons I will give below.

But no! These two proposals were thrown aside in favour of a botch involving aircraft performance, estimated pilot skill, and chance. Now it is universally agreed that the less "luck" there is in Championships, the better. We want the most skilful man to win, not the luckiest. And yet here we have the organisers unnecessarily introducing a huge element of luck into the system—whether one is to be allowed to compete at all!

The ballot divided the entries concerned into two classes: accepted, and waiting list. Now since the ballot was independent of any seeding criterion whatsoever, it follows that, in general, the resulting division of the entries could have been bettered by anyone having even the most limited knowledge of an acceptable criterion. It is thus clear that to hold a ballot was the best way to maximise the unreasonableness of the division, short of actually



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seeding inversely. In fact, the one and only merit of a ballot is from the organisers' viewpoint, for it absolves them from the responsibility of doing the seeding. They can hide behind the statement "You were excluded because you were unlucky", instead of having to come out into the open and say "You were excluded because we thought you were no good". But it does not absolve them of the responsibility for the final selection, since it was they who chose to use a ballot. The use of this method arises from the misconception that, provided the division is by "chance", everyone concerned has an equal "chance" of competing, and therefore everyone should be equally happy. But in fact the only thing that matters is the final result of the selection process, not the method of selection. To suppose otherwise is to believe that the means justifies the end.

It thus appears that the organisers, having not availed themselves of the opportunity to take thought and invite suggestions in the months beforehand, did the easy and incontroversial part of the selection process—accepting the very best and rejecting the very worst—and then went and hid behind a ballot. Having, I hope, succeeded in pointing out that a ballot is a very transparent thing to try and hide behind, it remains for me to express the hope that more enlightened methods will prevail in future. These are quite clear: if a League is handicapped with the intention of removing the aircraft performance differential, then acceptance must depend solely on pilot skill; if not, then acceptance may also depend in part on aircraft performance. Suitable criteria are not difficult to construct: the Silver C has been used for years without criticism.

And please don't say "Why didn't you go and help the organisers, since you are so critical?", because I did help with the handicapping, and the ballot was presented as a *fait accompli* so far as I was concerned.

ANTHONY EDWARDS.

Cambridge.

CHAMPIONSHIP TASKS

Dear Sir,

In the recent Competitions long downwind tasks were set with a frequency that caused dismay to both pilots and retrieving crews. One wonders whether such tasks serve any useful purpose nowadays when acquiring maximum points often depends on a willingness to risk a landing on cliffs or even a beach for the sake of a few hundred more yards. From the point of view of club entries, the task-setting can have a profound effect on the ability of club members to enter in National Championships, and if a possible future World Champion is to be found among younger club members, this factor should be considered. I make the following comments after helping to organize, and taking part in, the entries of the Surrey Gliding Club.

(1) *Fatigue factor.*—To fly 200 miles, be retrieved all night, and fly again next day is a real test of endurance. To my knowledge some competitors, particularly those who had to share in retrieve driving, flew next day in a state of fatigue that could easily predispose to accidents.

(2) *Time factor.*—In order to return to base in time to fly next day, the crew is virtually compelled to exceed the speed limit and travel all night, giving glider trailers an undesirable reputation with certain police forces and rendering accidents more likely, especially as much of this retrieving had to be among holiday traffic.

(3) *Cost.*—Total retrieving mileage in League 1 for competition in 1961 seems to have been 1,500-2,000. Even for those who possess cars suitable for retrieving, this is expensive, and for anyone such as a club member who has to hire a vehicle, quite prohibitive. This seems to me one of the principal reasons for the relative lack of club entries, and to be bringing the Nationals to the condition of a predominantly private-owner rally.

Why not, for example, races upwind, distance round a 300-km. or even a 500-km. triangle? Surely the purpose of competition flying is to match gliders and pilots and not provide opportunities for Gold or Diamond distances, while rest days are a waste of contest days.

Finally, may I make a plea to the organizers of competitions to use every effort to cut the cost of entry so that ordinary club members are not priced right out of competition flying.

H. P. HILDITCH.

Basingstoke, Hants.

CLUB AND ASSOCIATION NEWS



THIS time we print News from thirty-seven organisations—yet another record. To get you all in a lot of pruning has had to be done and in most cases this has been National Championships News, as this most successful event is reported very fully elsewhere in this issue.

We welcome one newcomer, The Perak Flying Club, at Ipoh, Malaya. Not that they are a new Club, for they have been going for as long as I can remember. However, they would be very pleased to see any readers who go eastwards.

The final date for copy (typed double-spaced on foolscap) to reach me for inclusion in the October issue is Wednesday, August 16th. And, please, it does help if you mark the number of words and also the paragraph you would prefer cut if it is necessary to do so.

YVONNE BONHAM,
Club & Association News Editor.

BRISTOL

AFTER a veritable frenzy of activity during the weeks before the Nationals, we have just about settled down again to a more normal existence. All who went to Lasham from Nympsfield voted it a thoroughly good week.

Soaring weather has been well up to expectations recently and numerous C's and several Silver C legs have been flown. On 28th May Tony Gaze and Rosemary Storey completed a Goal and Return flight of 190 miles to Oswestry in the Eagle and this has been submitted as a British National multi-seater record.

On the equipment side, the Tutor has been finally retired due to recurring leading edge cracks and first solos are now being made on the Prefect. It is hoped to reinforce the fleet very shortly with a Swallow under our modernisation programme and this will be followed up in due course by a T.49. Another Land Rover has been purchased as we have found that these vehicles are unbeatable for our type of usage and are reasonably member-proof.

The courses are proceeding well under the able direction of Pete Collier and Tony Pentelow, with the usual good hospitality being provided by Chris and Jim Smith of the "Rose & Crown". It's nice to see many of our old friends coming back for more of the same treatment each year.

A.L.S.

CAMBRIDGE

ONE of the most successful days in the Club's history was the 17th May, when four Club-operated aircraft shared a cross-country mileage of 575, almost as much as the total mileage in 1951. The

largest contribution was made by Lionel Alexander who reached his goal, St. Just Aerodrome, from Lasham in the Skylark IIIF. This was not only Lionel's qualifying flight for the Gold C Badge and Goal Diamond, but also the longest goal flight in a club aircraft so far (218 miles).

Another 188 miles were flown by George Whitfield who took the Eagle from Lasham to a place near Perranporth and thereby completed his Gold C, the second one gained on Club-operated aircraft.

On the same day Bryce Smith set forth from Cambridge in the Skylark II and reached Chippenham, 115 miles, where an overcast sky forced him down quite early in the afternoon. The same thing happened to Peter James who urged the Swallow 55 miles into Buckinghamshire.

Six members gained their Silver C's this spring: The first two were John Burton who reached his eminently chosen goal, the site of the Oxford Gliding Club, in the Olympia and Paul Bethell-Fox who landed the Skylark II at Silverstone.

John Brenner, Ralph Ismail and John Row completed their badges with five-hour flights in thermals and Simon Redman with the traditional five-hour ride on the slope of the Long Mynd.

Another pilot who stayed up for five hours in thermals over Cambridge was J. Pickett-Heaps, who liked it so much that he kept the Olympia aloft for seven hours and ten minutes a few weeks later.

Our two teams in the Nationals logged over 50 hours flying and about 950 cross-country miles.

The most outstanding performance in the privately owned Swallow "Penguin", which is operated by five Club members, was Stewart Waller's Gold C distance flight from the Long Mynd to Yarmouth on 18th June.

We record with great regret that Ernie Clarke was involved in a fatal accident whilst flying the Skylark IIIF. A full obituary appears on page 239.

G.S.N.

COVENTRY

WE wish to congratulate Doc Gregg on the completion of his Gold C and gaining a goal Diamond during the competitions.

Since the last news issue we have had the following first soloists: Messrs. Bagnall, Kidger, Handley and Wesson. C flights were made by Elsie May and Messrs. Edwards, Williams, Kidger, Marriot, Owen,

BLACKPOOL and FYLDE



L. to R.: Lady members, Sandra McKinnon, Barbara Freshwater, Shirley Clapham and Helen Torrance.

Brigden, Castle and Hall. Elsie also features in the list of those gaining Silver C height legs with Mike Aspinall (on a cross-country distance attempt) and Spud Murphy. There were two distance legs flown in the same period. Tony Glover flew his from Swindon and Gus Cunningham went from Baginton to complete his Silver C.

The end of May produced some cross-country flights. Doc Gregg did an out-and-return to Swindon whilst Ivor Tarvor made a straight flight to the same goal. As a result the Ludgate-Turner prize has made a couple of rapid changes of hands. Since Doc's flight is the best out-and-return of the year so far, he is the favourite for the Boomerang Trophy which he presented to the Club at the Annual General Meeting. On the same day Chris Duthy-James landed at Cirencester while attempting to round Nympsfield.

Just as this goes to press we have heard that the new Ka 2b ordered by the Club is ready for collection. Thanks to Doug and Joan Cunningham's kind offer to fetch it from Germany. We hope to have it flying for the August Camp at Edgehill. C.D.D.-J.

DERBY. and LANCS.

IF Camphill cannot be said, at the moment, to be in a state of flux, at any rate there is a feeling that a process of climbing out of a rut is about to begin.

Responsible for this state of affairs are: the Development Committee, who dangle before our eyes the possibility of aero-towing from a strip within winch-launch distance of Camphill, the ordering of a T.49 to widen the scope of training, and the decision to hold the Northern Gliding Competitions in early August. This last has had the most direct and startling effect. Many things, both mechanical and about the site, which needed doing are now, of necessity, being tackled properly.

As far as flying goes, Crichton, Arnold Blomiley, Paul Cass and Les Haynes went solo during April and Derek Cooper in June. Cross-country flying has been done as follows:—On 3rd April Steve Osborne went to Apperknole in his Olympia. On 16th April Mick Kaye, Ashbourne out-and-return in his T-42, Angus Thompson, Tutbury out-and-return in the Club Skylark, and Ron Allen to Wakefield in the Club Olympia.

May 21st Angus Thompson to Worcester. 27th May Richard Godlee in his Krajanek and Allan Seviour in his Olympia both made their first cross-country attempts and both landed at Matlock.

May 28th Bob Frodsham flew to Cardington in his Olympia and Ernest Martin to Rearsby in the T-42. On 9th June Steve Osborne again fell short of his Silver C distance by landing at Worksop. F.D.W.

CORNISH



A cold front just arrived over Perranporth, photographed by George Collins, the Club's C.F.I. Unfortunately a tug pilot was not available to take gliders up to explore the advancing edge.

Aug 1961

DONCASTER

On Saturday, the 28th May Les Muncaster landed near Tewkesbury in his syndicate's Skylark IIIF and completed his Silver C. The same day Peter Grime took the Skylark I to Loughborough and John Stirk did a sort of Mystery Tour in the Tutor, Doncaster-Mansfield and very nearly back. Whilst all this was going on Bernard Thomas took his Sky to Oxford and two visitors arrived from Sutton Bank and Leeming.

The ground equipment is standing up well to the strain, but as our Secretary informs us that we must do 5,500 launches this year to break even we're keeping our fingers crossed. We are so pleased with our new hangar that we are having a further two bays built on.

M.C.U.

DEVON & SOMERSET (FORMERLY TAUNTON VALE G.C.)

John Hancock recently completed his Silver C distance, being the first club trained pilot to do so. He just missed the height gain on the same flight.

John Fielden's Skylark III certainly seems to be a "hot ship" after its performance in the Nationals. Both John and Peter Berriman did the fastest times on the two race days in League 2, achieving 33 m.p.h. to Nympsfield and 83 m.p.h. to Old Sarum. They finished 2nd in League 2.

The second Clayton Winch has been at Dunkeswell on a number of occasions recently, using piano wire on an experimental basis. Once the initial problems of kinking and knot tying have been solved it is felt that this type of really reliable winch should find a market amongst the more progressive clubs whether operating from grass or runways!

The next time week-end weather conditions are right one or two members intend to try for the Pilcher Trophy by flying from Dunkeswell to Stanford Hall, with a Diamond in view should conditions prove better than forecast!

H.T.T.

DUMFRIES

Our hangar and clubroom are in service, if not quite completed, and a nissen hut is being erected for the M.T. department.

The beginning of April brought the lambing season again, when we must leave our site to the sheep, and we were very fortunate in being able to use the R.A.F. Station at Kirkbride, for which we are greatly indebted to Group Captain Kearon.

Auto-towing proved very successful and the enthusiasts who made the 100 mile round trip every week-end were rewarded with plenty of flying and A and B certificates were gained by Gordon Pearson and Stan Sullivan.

Returning to Thornhill we found that conditions on Sunday, 4th June, were excellent for the ridge and our C.F.I., Campbell Boyce, got his five hours in the Tutor.

On the same day Gordon Kinghorn made his first solo flight on the ridge for his C.

Having now proved our site and gathered together our equipment we look forward to regular flying and perhaps even a more advanced type to allow us to think about cloud flying and cross-countries.

G.J.K.

ESSEX

The club have been successfully operating the Tutor Mk. II since Easter and have put in a certain amount of soaring. On 16th June we took delivery of our long-awaited T-21B and completed over 60 launches the first week-end. Plans are ahead for building a second drum on the winch and a chassis has already been acquired for the trailer. Our first gliding week took place at the end of June with considerable success. August 7th brings our first Open Day, when we welcome visitors from other clubs.

M.G.R.

LAKES

In spite of a long absence from Club News the club has been flourishing. Flying was suspended all winter for intensive work on equipment and for the fell to dry out.

As a result we now have a self-propelled mobile winch built under the supervision of Jack Paley as well as our two Wild winches, a renovated club-house and a dry fell.

The first course of the season ended in a westerly gale but each pupil had 15 launches. Our thanks to John Read for instructing.

Club flying is also progressing well—four C's obtained and a first solo to Allan Threlkeld and 5,000 ft. a.s.l. in 1 hour 20 mins. in the Tutor to Howard Woods.

We are glad to have John Allen added to our instructors and shortly we hope to have Reg Wolff also.

A.L.A.G.

NEWCASTLE



Chairman Andy Coulson in his Skylark 3 at Crosby-on-Eden, with Brian Hartness.

NORFOLK & NORWICH (Swanton Morley)

On the week-end 26th/27th May over 20 hours and 200 miles were done. Alfred Warminger achieved a 100 kilometer triangle and a straight flight to Newmarket. Bill Reekie covered 60 miles to Colchester.

Our greatest distance so far this year was Alfred Warminger's 258 miles in 7¼ hours on 31st May to Coli Hole on Dartmoor.

Miss Margareta Ekengren, who is a student, came to visit us from the Aero Club at Gothenburg. On the last day of her week's stay she went solo on the Kranich and qualified for her A and B Certificates. All who met Margareta were impressed by her delightful personality and excellent command of English and we were very pleased to have her as our first lady solo glider pilot.

Norman Brett is our first member to complete his Silver C.

Trevor Daniels went solo on Sunday, 4th June, and Jim Thayer soared for 40 minutes to get his C.

On Saturday, 17th June, the Club gliders and Tigers took part in the Open Day at Sculthorpe, doing formation flying and aerobatics.

W.B.R.

NORTHAMPTON

The general improvement in week-end weather has brought about a noticeable increase in flying hours against launch rate.

Best early achievements came from Bill Petch and Stan Norsted, who made the first of the year's cross-country attempts. Both narrowly missed the Silver C distance.

Over Whitsun our fleet was somewhat depleted with the C.F.I. and Swallow at the Nationals and the T-21 involved in an Air Display at Hucknall, Geof Pentelow and Stan Norsted participating. On the site Ben Butler took advantage of Whit Monday's improved conditions and took our first Solo Mk. I to 4,300 ft. its best recorded height at the Club.

Frank Rowell earned congratulations for claiming the first C this year, with honours, too, for J. Sharman, G. Downing and J. Nutt, who have now reached solo status.

A chance meeting by a Club member in a local pub resulted in Henry Stouff (Gold C and two Diamonds) of Temploux Airfield, Belgium, coming along to the club for a brief visit.

Some 24 members are indebted to C. A. Wallington who arranged an evening visit and tour of the Dunstable Met. Establishment.

On the 18th June Frank Pozerskis made our best distance from Podington this year in the Skylark II, and dropped in on the Colchester Aero Club site at Boxstead, being airborne 2 hrs. 15 mins. Bill Petch got away mid-afternoon in the Swallow and landed near Chelmsford.

D.W.W.

OXFORD

Our hope for an entry in the "Nationals" was not realised but the Club played a fair part in the competitions. John Gibbons, Dave Roberts, Derek Barratt, our Hon. Secretary, Hon. Treasurer, and Johnnies Womack and Adams were all among the helpers.

Fresh from the top half of League II, No. 63 has been "demobbed" and detached from the Army Gliding Association and is now a welcome addition to the Oxford fleet, where it enables us to put "task flying" on a rota for Skylark pilots.

These pilots in groups of five operate the aircraft as a private syndicate once in five days and the first turn of the rota has produced a Silver Duration for Stan Southam on the wonderful 18th June, when our seven aircraft did some 36 hours flying from winch launches. Barry Baker also made a five-hour attempt on this day, but unfortunately fell through a hole after 4 hours 47 minutes.

No. 63 will reduce the queue for No. 120, which is restricted to local soaring flights of ninety minutes. One advantage of our scheme is that "Olympia" pilots will graduate into a small group of considerable combined experience.

Of our recent successes we quote Tessa Stevens and Peter Pratelli who have gained their C's, Smokey, a Silver Duration at Edge Hill, and Tony Taylor with 6¼ hours in Germany. Silver Height has been gained by Ian Pratt, Colin Duggan and John Gibbons. For John this is an oft repeated performance over several years finally officially claimed with 9,000 ft. for good measure.

Of our less notable efforts we report for the benefit of lesser pundits the accidents to our "Olympia". Having lost sight of the aerodrome the pilot chose to land at Barford St. John, a radio station like an enormous hop field. The poor Oly lost a large length of wing at no small cost.

Romance has again claimed victims in our midst. Congratulations to Doug Evans and Anita (no! not that one!) who are married. L.A.S.

PERKINS

FOR the first time in the history of the Club, cross-country flying has now become a regular event, and our trailer has been off on journeys to most parts of the compass except the West, bringing back the Olympia.

Starting on the 21st April, we flew over a long week-end and Colin Donald started the ball rolling with a round-about trip from an aero-tow by the Cambridge Club Tiger to Holbeach via Kings Lynn.

On 24th April George Bell contacted good lift under a powerful cumulus and reached nearly seven thousand feet in cloud, but the lift was too turbulent and he came out of the bottom again, finding the sky where Mother Earth should have been.

Aubrey Waltham and Roy Taylor, our Chairman, both accomplished Silver C goal flights to the Cambridge Club on 27th May and 3rd June, when conditions were not particularly favourable and earned two more Silver legs.

On 10th June Tony Casbon made very sure of his distance leg with a flight of 50 miles to Scamblesby, near Louth, which ended with a very wet retrieve.

Congratulations to A. Clarke who went solo at the beginning of May. C.C.D.

SOUTHDOWN

WE have been exploring the possibilities of our new field. Ian Agutter and Peter Chick took the opportunity to soar both the Olympias for upwards of three hours, the first time that we have had both in action simultaneously.

Several strong wind days have given us record winch launches, Dick Vanson in the T-21 extracting 2 000 ft. from one such launch almost vertically over the take-off point. April produced the first solos of the year with Val Vanson, Tony Perris and John Kelly joining the Tutor list. Dick Vanson obtained his instructors category.

Work is now going ahead on building a cable retrieving winch to help speed up the the launching rate and Fred Wilson has recently produced a most efficient looking engine to power it. Tangible signs of the new "dual" trailer can now be seen in the hangar and as soon as this is completed we shall be able to tackle cross-countries with both Olympias.

The "hireable" Olympia has been kept fully booked. It was taken to the Mynd for Easter and subsequently to the Norfolk Club at Tibenham. By limiting the number of members on any one expedition everyone taking part has had a satisfying amount of flying.

Congratulations to Clive Hunt who completed his Silver C at Tibenham. Bill Williams got very close to his 50 kms. and John Simmeons tried out his first cross-country with a distance of 10 miles. Peter Chick had a shot at a 100 km. triangle achieving a very good 60 miles before having to land within sight of his second turning point. Peter Wildbur attempted a distance leg with 115 miles to Reading.

Ron Walker flew to Ingatestone the same week in a very strong northerly wind,

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a distance of 65 miles. Cross-countries were also made by Dick Vanson and Mike Meek, and Jim Lee converted to the Olympia. P.W.

SURREY

Now that the Nationals are over, Lasham has more or less returned to normal even though there seems to be much more space around since all the tents and caravans have been moved. There is also a lot more space in the air, too. Alan Purnell obtained a Gold C leg with Diamond by flying to Perranporth during the Nationals.

Don Snodgrass was not satisfied with the amount of flying he did during the competitions and set off the week after to do a 300 kilometer triangle which he completed, also obtaining this height on the same flight by going to 12,000 feet over Micheldever.

Don Green completed his Silver C by flying to Keevil and Ken O'Riley did an out-and-return to Nympsfield.

Rika Harwood has found a new method of recruiting members. Twice she has landed in the same field near Newbury and has intrigued the farmer with explanations of gliding. The farmer has since paid us a visit just to make sure Rika was not exaggerating and has since decided to join.

Lyn Boucher has been exercising her privileges as crew by flying the Olympia 403 and has done about five hours local soaring. Other members of the club have managed to add yet another type to their log books also.

Congratulations to Derrick Goddard who recently became a proud father. C.J.W.

SOUTH WALES

With the T-31 and the Tutor enjoying soaring (particularly on the South West ridge) and becoming familiar sights from Treforest, we are now making plans for a hangar and a more advanced sailplane.

Yr ydym yn gyrru ymlaen a rhown fwy o newyddion yn y rhifyn nesa.

Rhagor o fanylion oddiwrth. D.E.F.

ULSTER

After some 30 years of continuous operation in Northern Ireland, 1961 has shown an increase of 300 per cent in Club Membership. As is often the case with statistics, this one is particularly misleading as our membership since the war and up to this year has been comprised of six people! However, we feel that it is at least progress in the right direction.

The last two months have seen no spectacular exploits except the fact that we have got three of our new members up to C standard.

G.M.

WEST WALES

We now have a Swallow bought from Lasham with the generous help of the Shaw Slingsby Trust, and we have at last solved our launching problems with a Mk. VII Jaguar.

Soaring has been quite good, with the T-21 taking the glory in the hands of the instructors, with two climbs to over 4,000 feet on the same day.

Our first away landing was logged when Steve Chinnock and Rhoda Partridge ran out of height on the last leg of an out-and-return to Milford Haven and landed safely on Haverfordwest racecourse. Rhoda celebrated this by going solo next day, our first lady member to do so.

On 4th June Peter Scott with his Olympia 419 came to visit us and we saw what a high performance machine will do on a duff day when he stayed airborne for an hour and a quarter. Several people experienced their first aero-tows with the Tiger which had come for the day from Swansea.

A.S.

YORKSHIRE

Since the Easter Meeting at Crosby-on-Eden we have had mixed weather at Sutton Bank. However, there have been several first solos in the Tutor: J. Thompson, B. Cook. J. Allerton, Mr. Banks, C. Pearson, while Wilson and Iceton have been converted to the Swallow.

In June our Skylark II arrived from Slingsby's and looks very fine in its light blue and white finish. We are developing the instrumentation and are very proud of this new acquisition which is long overdue at Sutton.

The cross-country season has given us several interesting flights. Chris Riddell did a 90 mile dog leg to Worksop and landed at Doncaster. John Reussener completed his Silver C on 18th June with a flight to Filey in the Swift. Michael Hoare got his height in the Skylark III on a trip to Acaster Malbis and David Hill did a very creditable triangle of Leeming, Borobridge and back.

The West wind has not been so common as we expected, but on 17th June our brace of Skylark III's were seen in a wave at

5,500 ft. Harold Salisbury and Joe Provins were in their respective aircraft. Both had to break off their climbs with 10 up indicated as the cloud closed in beneath.

The Club Dinner and Annual General Meeting was held on 24th June at the Golden Fleece Hotel.

The training camps are running well this year. We are always pleased to welcome visitors and look forward to seeing many of our friends from other clubs before the end of the season. J.C.R.

SERVICE NEWS

ARMY

NATURALLY our main interest in the past few months was in the National Championships and the Inter-Service Contest which ran concurrently with it.

The Skylark IIIF No. 52 has gone up to Leeming, where it has replaced "Mudlark" which has been sold to the Oxford Club. We have now got a new Skylark IIIF, No. 190, at Lasham. One day during the Contests both these aircraft and the Eagle all landed at Perranporth whilst the Olympia 419 landed at Lands End. These four flights totalled over 800 miles.

Two of our overseas members have succeeded in completing Silver C legs during short visits to Lasham. Harry Howitt did his distance leg by flying to Christchurch on 25th May, whilst Sommerville ended ten days' stay by flying the Olympia 2 to Snoreham on 9th June, doing his height leg at the same time. We hope this will encourage more overseas members to come down when on leave at home.

Looking to the future, we have entered an aircraft in the Contest at Great Hucklow early in August. We hope to have an aircraft operating at the Mynd in the last three months of the year, ending its stay there by being joined for a week after Christmas by our Eagle and another high-performance machine.

J.H.

BANNERDOWN (Colerne)

WE continued our good progress with 561 launches and 74¼ flying hours during the month. A and B certificates were gained by Bob Cockerill, Brian Chaplin, Alan Bush and Ann Meddings. C's were achieved by Frank Perrin, Brian Campbell and your Scribe.

A height leg of 4,300 ft. gave Gordon Mealing his Silver, and 10,700 ft. a Gold height for Plt. Offr. Prince.

Post-solo training continues with side-slipping, soaring and instrument practice, and the T-21 is frequently inverted as Plt. Offr. John Prince conducts the graduates in their first loops. Paddy Stephenson, Bob Cockerill and Dave Ives went to Lasham for the Nationals to crew for Ron Dunn.

Congratulations to Flt. Lt. Frank Perrin who was awarded the Harry Daniels Trophy for 1961 as best all-round novice of the year.

P.H.

CLEVELANDS (LEEMING)

A WELL attended A.G.M. was held at R.A.F. Leeming on Saturday, 29th April. The Club's financial state is encouraging and all our aircraft are on the top line, thanks to Cpl. Bob Jeffrey. Flt./Lt. R. C. Jones presented, on behalf of the Club, a silver glider memento to Group Capt. K. P. Smales, our retiring Chairman who has helped our efforts so much during the course of his "tour" with us.

Instructor strength is high and training proceeds at full throttle, thanks to our hard-working Chipmunk tug pilots. A very big bouquet must also go to "Scotty" for the many long hours spent tending the winches. Tony Bobbin, flying the Oly, found himself sitting in a field downwind of Leeming recently muttering something about "penetration"!

Our second cross-country was made by Bob McLuckie on 3rd June to Doncaster—a five-hour duration attempt which ended up some sixty miles away! The Grunau was put to good use on Sunday, 18th June, when Mike Lang areo-towed over to Sutton Bank and soared the ridge for 5 hrs. 35 mins. This was Mike's first Silver C leg.

A Skylark IIIF has arrived and has brought a gleam to the eyes of the suitably qualified pilots.

R.F.P.

EAST ANGLIAN (Duxford)

WE were all deeply shocked to learn about the death of our Secretary, "Nobby" Clarke, in a glider accident. A full obituary appears on page 239.

Club life has been quite active with many new members, too numerous to mention here.



Group Capt. K. P. Smales (right) receives a presentation from Flight Lieut. R. C. Jones on behalf of Clevelands Gliding Club.

Dick Austin went solo and gained his C all in the same day; "Chip" Chippington got his C. Jim Morris, Carol Taylor, Sue Stephens and Al Whiffen gained silver height.

The Olympia was taken to Wethersfield U.S.A.F. base on the 17th June; an impressive aerobatic display was given by Pete Dawson.

Mike Holloway has been working hard in the hangar repairing the Eon Baby.

Dave Cairns has taken over as Secretary, Dick Austin is the new Treasurer and John Delafield is C.F.I. during the absence of Max Bacon in Cyprus.

A.H.W.

EAST MIDLANDS (Swinderby)

LARGE improvements have been made in the condition of our vehicle fleet, to which a Humber staff car has just been added. The clubhouse has been vacated in favour of a much larger room.

Our long-awaited Olympia arrived on Whit Tuesday. Three Gold C heights, two five-hour durations and a Silver C height have so far been gained in it. A large number of people have gained B certificates.

It is with regret we have had to say goodbye to Ann and Derek Jones, and Celia and Jack Harrison who, with myself, will probably be found at Duxford in future.

We welcome Jock Watret, the station M.T. Officer, as one of the most promising of the many new members, and his experience with things mechanical we hope will come in very useful. L.E.N.T.

FENLAND Swanton Morley

THE Club has moved to Swanton Morley because of air traffic difficulties at Marham. At Swanton we will operate in conjunction with the Norfolk and Norwich G.C. and the A.T.C. Gliding School.

Recent C certificates include Pete Symes, Eddie Bell, Laurie Wilton-Jones and John Andrews. Silver C legs include Height and Distance by "Abbo" Maunton, Distance by Terry Donegan and Height by John Thomson. John Dack and Ivor Orrey are now re-categorised to B standard. John took the Olympia to the Mynd in April and logged 10 hrs. Peter Kevan and Terry Donegan also had a fortnight with her in June.

On 31st May Ian Strachan raised the club distance record to 295 km. with an Olympia flight from Marham to Yeovilton. A week later he completed his Gold C with a declared flight from Lasham to Horsham St. Faith (Norwich) via Edgehill. I.W.S.

HOME COUNTIES (Hornchurch)

S./L. Bowring has taken over the helm as our new C.F.I. Unfortunately we have now lost three instructors recently. S./L. Pattison has left for civvy street, whilst S./L. Hirst and F./L. Taylor have both been posted. We shall miss all the regular assistance they have given the club in the past.

S./L. Taylor and Harry Fisher have gained their B's, whilst S./L. Pattison, F./L. Smith and Sam Churchman all managed to keep aloft long enough to get their C's. All the club aircraft have done a substantial amount of local soaring so far and the first cross-country from our home site was made by Graham Martin to Panshangar in the Olympia.

We have been granted a large additional room which we hope to convert into a pleasant lounge and club room in the immediate future.

G.H.M.

WESSEX (Andover)

CONGRATULATIONS to "Lofty" Eldridge and Max Bacon, who achieved the Absolute Altitude Record for two-seater gliders whilst at Crosby-on-Eden. Lofty also did his Gold C Height in an Olympia 2b, climbing from 3,200 ft. to 16,000 ft.

There have been plenty of new members since the beginning of the year, of which 20 have gone solo. Also 16 members have achieved their C's, a rather long list to mention all names. D. Pearl, J. Martin and J. Gill have all done Silver C distance and height gains. W./Cdr. Kingwill did his distance only. On 28th May N. Smith did his height in the Grunau with a straight climb to 6,000 ft. We achieved 27 hours on this day.

We are very pleased to welcome back Sgt. Andy Gough after a long absence.

Our retrieving side was sadly lacking good vehicles until Andy restored them with a couple of Humber Super Snipes.

We had quite a few visiting aircraft at Andover during the Lasham practice and Competition weeks.

A.N.O.N.

OVERSEAS NEWS

AUSTRALIA

MEDALLIONS awarded by the Gliding Federation of Australia to the top pupils of the Australian National Gliding School will be exhibited this year in the International Exhibition of Medallions at the Zecca Galleries in Rome. The exhibition is conducted by the Federation Internationale des Editeurs Medailles.

The G.F.A. National Gliding School, which operates at Gawler in South Australia, has become well established as the training centre for instructors and ground engineers for gliding clubs. In order to encourage pupils, the Federation has introduced the two medallions which, at the same time, commemorate the memory of two of Australia's leading glider pilots, Fred Hoinville and Harry Ryan, who have died in recent years.

The Hoinville Medallion is awarded to the top pupil in the instructor category and the Ryan Medallion is awarded to the top pupil in the ground engineer category. The medallions were designed by the Internationally famous Australian sculptor, Andor Meszaros, who designed the Olympic Games competitors' medallion and the G.F.A.'s Mervyn Hall Memorial Trophy for the National Gliding Championship.

Thirteen student instructors attended the National Gliding School's third course, held at Gawler during March. The top student of this course was David Rees, of Bacchus Marsh in Victoria. The Director of the N.G.S., John Iggulden, says that the third course resulted in an even higher standard than those of the two preceding courses.

A.H.A.

CANADA

THREE Canadian national records were claimed after the High Altitude Soaring Meet, Easter week-end, Pincher Creek, Alberta. Julien J. Audette reached about 31,500 feet a.s.l., gaining 24,400 feet in a Schweizer 1-23G for a new absolute altitude and gain of altitude records. Kurt Weiss and passenger Art Penz reached 19,000 feet a.s.l. in Kurt's Bergfalke, exceeding the previous record of Regina, Saskatchewan.

Julien also won his second Diamond, and now lacks "only" his free distance. Harold Eley of Regina, and Bob Shirley of Moose Jaw also obtained Diamond gains but have

not yet won Gold C's. John Pomietlarz of Edmonton and Bill Thudium of Calgary made their Gold C gains of altitude.

All these flights were made in the lee wave of the Livingstone Range of the Rockies.

The Soaring Association of Canada sponsored a glider instructors' school 30th May to 3rd June. The school, organised by John Agnew of the Montreal Soaring Council, was held in conjunction with the annual Instructors' Course held at Brantford, Ontario. Gliding instructors attending enjoyed the hospitality of the Southern Ontario Soaring Association.

The objectives were:

1. to review and improve instructor qualifications and techniques; 2. to develop a recognised basis for training new instructors; and 3. to establish a nucleus of senior gliding instructors, recognised by the Department of Transport.

D.K. and C.Y.

THE CRUSADERS (R.A.F. Akrotiri, Cyprus)

THE Crusaders are now 35 strong and this reflects the keenness of all concerned as we only have the one hard-worked T-31b in use and the total number of launches is fast approaching the 1,000 mark.

We congratulate the following members on attaining "solo" status. Roger Black and Bob Houson made their A and B qualifying flights in the modified T-31b on 14th May; Major Douglas Charteris and Con Greaves went off on their own on the 20th May, and Fg. Offr. Henry Ellis and Ron Powell re-soloed on the 21st May after five years and two years away from the "game" respectively.

Air Chief Marshal Sir Theodore N. McEvoy, President of the R.A.F.G.S.A., honoured us with a visit in April. After a familiarisation flight with our C.F.I., Bill Owens, he went off on his own and brought the T-31b in on one of the nicest approaches we have seen.

We were sorry to have to say farewell to Roger and Valerie Brundrett. Roger was one of our founder members and a C Cat. Instructor.

HOLLAND

A REPLICA of the Zögling PH-1, which was built for the National Aviation Museum by Cdr. Oyens, made some very successful test flights at Teuge, one of the oldest gliding centres.

In 1960 6,871 launches and 8,697 hours were flown by 33 clubs on 22 sites. Terlet produced 10,249 launches and 2,851 hours, making a total of 78,720 launches and 11,548 hours.

The Tigermoth towing aircraft, which were made available by the Royal Air Force to the R.A.F. Gliding Clubs, have now been replaced by Piper Super Cubs.

A most successful gliding instructors' conference was held at Gilzerijen during May. The meeting was well attended and most interesting.

On Saturday, 17th June, an Open Day was held at Terlet. All the different activities of the Dutch Royal Aero Club were demonstrated, such as model gliders, gliding, parachuting, ballooning, etc. At least 7,000-10,000 visitors came along to watch the various displays.

A short description of our National Competitions will be found on page 198.

J.v.E.

MALAYA

LIEUTENANT-Colonel John Stanley's very kind account of his visit to Ipoh (which curiously enough is the word for a particularly virulent nerve poison used on blowpipe darts!) inspires us to write some notes on our activities, if it is only to say what a pleasure it was to have him and Topsy Turner with us.

We have had quite a number of visitors from England from time to time, usually people in the Services. We were sorry that when Tony Deane-Drummond was serving here our Olympia was undergoing a rebuild for most of the time.

Williams and Adair are out here now, and they must be well known at Lasham.

Our gliding activities have been slight for some time. Our previous T-21 was ground to powder by a wild young soldier in a truck, not a member, who, as he came out the other side with bits of the glider tinkling off the bonnet, was heard to say he hoped nothing like that would happen to him again!

Now, through the generosity of the Sultan of Perak and his Government, we have a new T-21. And with new pupils learning we hope old members will return to enjoy flying that old Olympia—stricken many years ago, according to Ann Welch, with white ants. We have had cobras in the launching truck, wild pig across the runway, jungle bees amongst the winch crew (Oh, what a launch!) but white ants in the wings? Never!

We see that NATO (Fontainbleau) claim themselves to be truly international with only six nations represented. Well, a neighbourly Nuts to NATO and a friendly Fig for Fontainbleau! We have counted Malays, Chinese, Indians, Pakistanis, Singalese, Danish, Dutch, French, Germans, Australians, New Zealanders, Americans, Picts, Scots and probably Mercians amongst our members.

But a very warm welcome to anyone who comes this way.

P.A.D.-R.

PHOENIX
(RAF Brüggen, Germany)

OUR fleet of serviceable sailplanes has now risen to five—two Grunau's, a Meise, a T-31 and a Ka II. The Weihe is still on its back in the workshops recovering from a rotten keel.

A recent roll call of members showed a grand total of 58—33 dual and 25 solo.

Lt.-Col. Christ (W.R.A.C.) obtained her Silver C height and Dave Butler made sure of a clear margin on his Silver C cross-country by a flight of over 100 km. in the Grunau.

Two enterprising youngsters, Jimmy Lee and Allen Somerville took a week's leave and spent five days gliding at Lasham, where they gained two Silver C legs and logged over 22 hours.

U.S.A.

As better weather becomes more prevalent around the country, the tempo of soaring activity increases as is evident by the number of long cross-country flights being made. Longest this year to date is a 455-mile effort by John D. Ryan in the Sisu I on 16th May from Kingman, Arizona, to Santa Fe, New Mexico.

It was an attempt on the distance record and probably could have carried to 500 miles because 12,000 feet were in hand over Santa Fe at 6.0 p.m., but with little prospect of setting a new mark the flight was cut short to reduce the retrieve.

Perhaps as significant was a 375-mile flight by a Lt. Helmut Roemer of the German Air Force on two months temporary duty at Albuquerque, New Mexico. He soared from there to Garden City, Kansas, in a 40 foot-span Schweizer 1-26, a copy of which is in England, passing over five states en route.

He started from 20,000 feet gained in a wave, flew straight for an hour, had an anxious time on a low, rocky ridge for a spell, then flew thermals the rest of the way, staying high enough that his final glide lasted an hour also. A month earlier he had flown another 1-26 308 miles from Albuquerque in an unsuccessful Diamond distance attempt.

Many of the Memorial Day week-end (27th-30th May) contests held at numerous active soaring sites around the country experienced rather unspectacular weather. However, a small crop of Gold C distance and Diamond C goal flights were made, notably from Wurtsboro, N.Y., to Plymouth, Mass., at the Atlantic Ocean, 195 miles; and from Richmond, Indiana, to points east.

A unique attempt will be made during July by Robert H. Fisher of Moses Lake, Washington, in the north-west corner of the country, to soar from one coast to the other, via Elmira, N.Y. This would be in a series of flights, of course, for the total distance is some 2,506 miles. He will use a Schweizer 1-23H and hopes to beat the first airplane crossing of the continent (49 days) on the 50th anniversary of that event.

L.M.L.

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