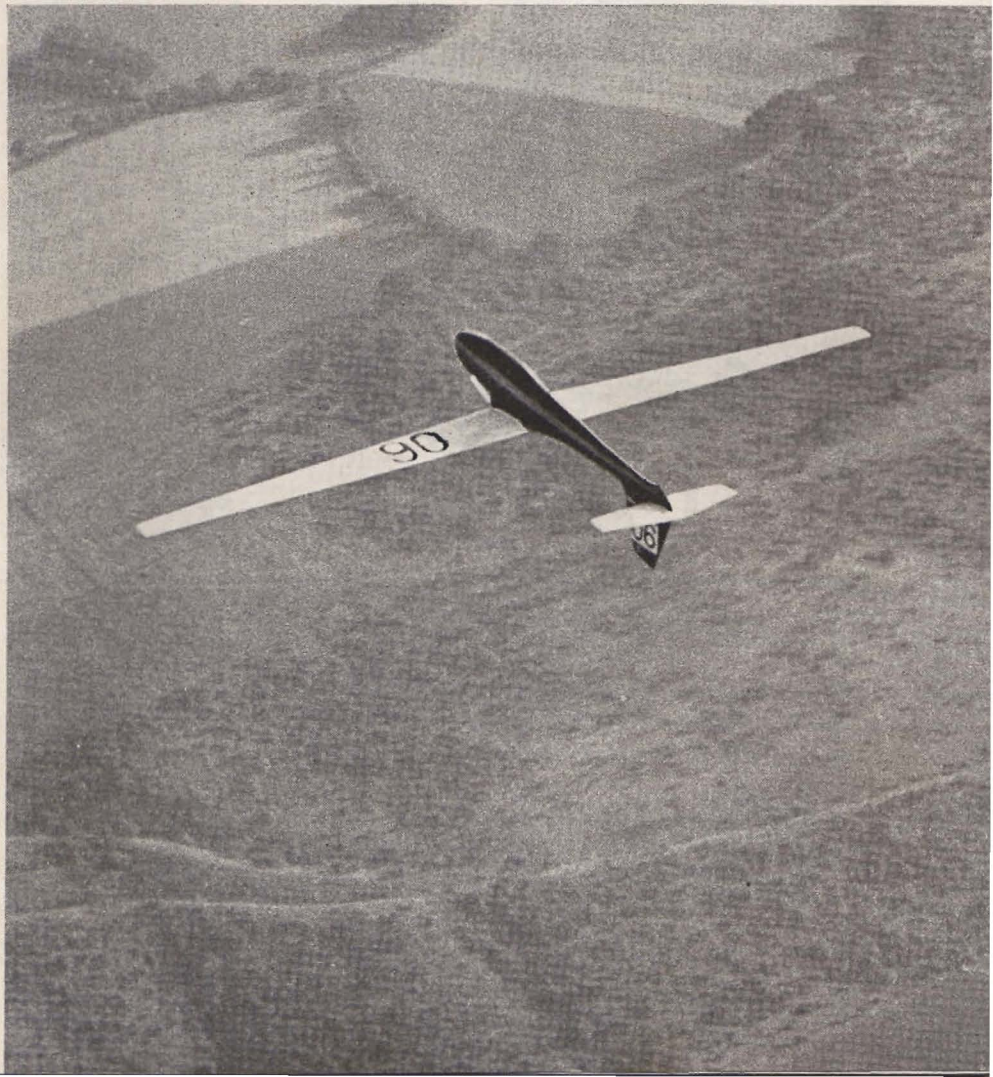
Sailplane and Gliding

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October 1962





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SAILPLANE AND GLIDING

OFFICIAL ORGAN OF THE BRITISH GLIDING ASSOCIATION

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TITLE	AUTHOR	PAGE
World Championships, 1963	*E. J. Furlong*	303
Appeal for Funds	*B. A. G. Meads*	303
First British Soaring Contest	*A. E. Slater*	304
On Danger and Safety	*P. A. Wills*	314
How to Hit Back	*T. A. Fisher*	316
The Lemoigne Parachute	*O. W. Neumark*	317
The Coach and Capstan	*W. A. H. Kahn*	318
St. Just — Just!	*J. V. Inglesby*	319
Five Legs on Sun's Tiny Rivers	*P. K. Ghose*	321
Two World Records		323
Our "Subsidy"		324
R.A.F. Contest at Bicester	*F. D. Cretney*	324
It's All Yours	*Ann Welch*	326
Regional Competitions at Dunkeswell	*A. E. Slater*	327
Nympsfield Regional Competitions	*A. E. Slater*	328
Gliding Certificates		329
Kronfield Club News	*Yvonne Bonham*	333
Some Gliding in U.S.A.	*A. H. Yates*	334
Cambridge Club's Hundredth Silver C	*K. E. Machin*	335
Northern Regional Competitions	*A. E. Slater*	338
Goal Flight Record down the Ganges Valley	*V. B. Gupta*	342
Aero Tow from Holland	*P. Wulff, G. Phillips*	344
Correspondence	*J. M. Knotts, A. Stirnemann, S. W. Hickson*	349
Book Reviews	*A. E. Slater*	350
B.G.A., Dinner and Ball		353
Club and Association News		354
Service News		367
Overseas News		370

Cover Photograph: Derek Piggott flying the Olympia 403 at last year's contest at Dunstable. (Courtesy London Gliding Club Gazette.) (Photograph A. Marshall.)

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WORLD CHAMPIONSHIPS, 1963

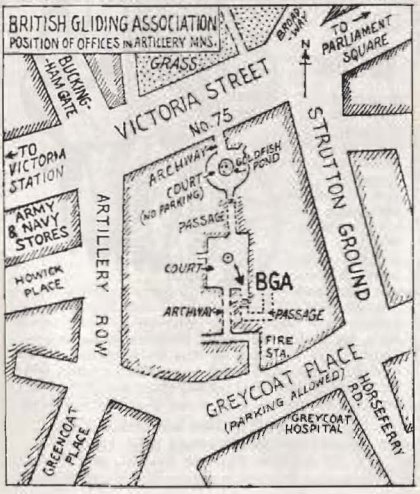
THE World Championships for 1963 are to be held in the Argentine next February at Junin, which is about 140 miles from Buenos Aires. The British entry consists of two Skylark 4's in the Open Class and one Olympia 463 in the Standard Class, flown by Captain H. C. N. Goodhart, R.N., Officer-Cadet J. S. Williamson, and Brigadier A. J. Deane-Drummond, respectively. Philip Wills will fly in the Open Class if either of the first two drop out, and P. G. Burgess is the spare pilot. There might be an opportunity to send a second Standard machine, and our acceptance will depend largely on finance. Mrs. Ann Welch has been chosen as Team Manager by the pilots.

E. J. FURLONG,
Chairman, Flying Committee.

APPEAL FOR FUNDS

OUR pilots are already selected and preparations for the equipping and organisation of the team are well advanced. A considerable portion of the cost of getting the teams and their aircraft to South America is to be borne generously by the host country, but nevertheless the effort of transporting our team, their aircraft and trailers by air and sea is going to be an expensive business, and we may need something in the region of £3,000.

I hope we may once more call on the generosity of those of goodwill who believe that the prestige of Great Britain in this important international event must be maintained on the high level it has always enjoyed, and it is with that intention we are sending our most talented pilots with the best aircraft and equipment obtainable. Greatly encouraged by a most generous contribution promised by our old friends the Society of British Aircraft Constructors, and knowing that we have still a long way to go to our £3,000 target, we feel that this lead will be followed by many others.



Donations by cheque (drawn in favour of The British Gliding Association), cash, or by any other means, will be gratefully received and acknowledged.

BASIL MEADS,
Hon. Treasurer, World Championships Committee.

FIRST BRITISH SOARING CONTEST

by A. E. Slater

JUST forty years ago, from October 16th to 21st, 1922, a soaring contest instigated by the *Daily Mail* and organised by the Royal Aero Club was held on the South Downs between Newhaven and Eastbourne, along the stretch of chalk hills where the Southdown Gliding Club now does its flying.

The stimulus to hold such a contest was, of course, the success of German pilots in soaring for up to three hours in August the same year on the Wasserkuppe, the highest point (3,000 ft.) in the Rhön Mountains between Kassel and Frankfurt. The most notable durations at this meeting, which started on August 9th, were:

Aug. 16—Martens, 18 min. 45 sec.
Aug. 18—Martens, 1 hr. 6 min.
Aug. 19—Hentzen, 2 hr. 0 min. 10 sec.
Aug. 24—Hentzen, 3 hr. 6 min.

The meeting was to have ended on August 24th, but was extended into September; however, no further spectacular flights were made.

Simultaneously with the German meeting, the French held a "Premier Congrès Expérimental d'Aviation sans Moteur", to which all nations except recent exenemies were invited, though the only foreign competitor was from the United States.

Rather surprisingly, it appears from Eric Nessler's book *Histoire du Vol à Voile* that the organisers had no clear idea of how soaring was done when they started looking for a suitable site. The spectacular flights of 1922 had not yet been made, and the most recent records, both set up in the Rhön in 1921, had been 13 minutes along a ridge by Wolfgang Klemperer, with a bottom landing (see SAILPLANE & GLIDING for August), and 21 minutes by Friedrich Harth over a neighbouring mountain, the Heidelstein, in which the pilot used a variable-incidence wing and kept up almost entirely by taking energy from gusts, the only contribution from slope lift being a wind blowing up a slope of 1 in 16. Moreover, Klemperer's published writing dealt mainly with dynamic soaring by the use of gusts and velocity gradients, in which he was specially interested.

So the French organisers chose a site at the bottom of the Puy de Combegrasse, whose summit was 3,500 ft. a.s.l., 12 miles S.W. of Clermont Ferrand, because the mountain was bare, with slopes facing all directions and unobstructed landing grounds at the bottom. Of 50 entries, 34 arrived, but only 12 of these did not incorporate cranky ideas.

Oddly enough, the longest flights were done in what must have been thermal lift—something that the Germans had never claimed to have used. On August 19th (the day of Hentzen's two-hour flight in the Rhön), Lucien Bossoutrot gained 253 ft. above take-off and performed three wide circles during a flight of 5 min. 18 sec., flying over a neighbouring summit, Puy de Charmont, during each circle. Lucien Coupet climbed 174 ft. and flew for 4 min. 50 sec. The sky was cloudless, with hardly any wind (*ciel bleu, sans presque de vent*).

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Immediately after this feat Bossoutrot issued a challenge to the German Hentzen to a soaring match over the Rhön mountains, which, he believed for some unstated reason, were exceptionally suitable for the purpose.

THE "MAIL" STEPS IN

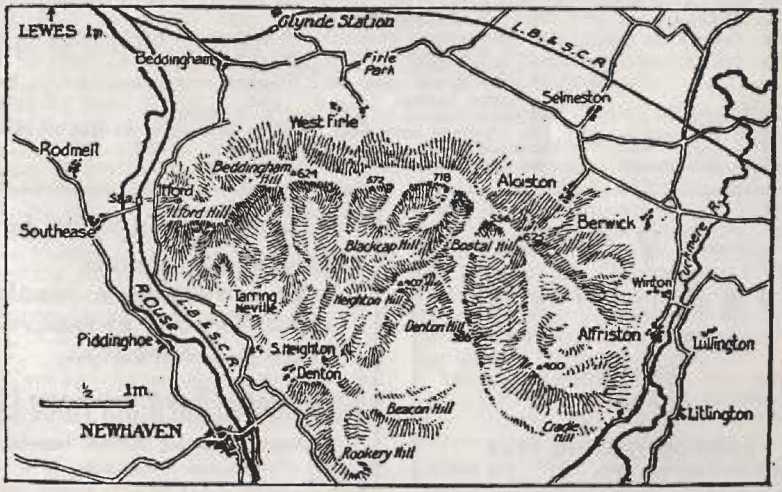
On August 23rd, 1922, the *Daily Mail* announced its offer of £1,000 for the longest soaring flight at a competition open to all nations, to be organised by the Royal Aero Club. The Club appointed an organising committee consisting of W. O. Manning, A. Ogilvie, F. Handley Page, C. R. Fairey, Maurice Wright, W. H. Sayers, W. A. Bristow and O. T. Gnosspelius. The only member with soaring experience was Alex Ogilvie, who (see SAILPLANE & GLIDING for December 1961) had remained poised over one spot on a convex sand-dune at Kitty Hawk for periods of up to 59 seconds in 1911.

Probably because of this, but also because, like those who chose Combegrasse and those who first used the Rhön, the committee thought it was most important to be able to glide downhill in any direction over ground free from obstruction, the choice fell on Itford Hill. This was nothing like as big as Combegrasse, being only 535 ft. high, though its slopes were on the whole steeper. The fact that the rest of this stretch of hills constituted a magnificent soaring ridge 5 miles long, facing N. and N.E., was apparently overlooked by all concerned.

Itford being a sort of swelling at the western end of a line of Downs, its slopes faced all directions but east. And east was the direction the wind blew from throughout the practice week before the contest. However, this didn't matter, because hardly anyone had turned up, as competitors had been given less than eight weeks, since the first announcement, in which to design and build their gliders.

A condition for the prize was that the landing had to be made within 800 yards of the starting point, and evidently muscle power was allowed as a propellent, for several of the 35 entries intended to employ it, though they never actually flew.

On the Sunday just before the contest began I visited the site with my brother and his friend Sebert Humphries, whom I then met for the first time and later introduced to club gliding, with the result that he eventually became the fourth British Silver C pilot. We hitched from Lewes in the back of a van and found quite a crowd on the hilltop about to watch Gordon England being bungy-launched from the north slope; there was little wind and he did a plain glide of 1 min. 34 sec. to the bottom. (Gordon



ITFORD CONTEST 1922: LIST OF ENTRIES

Comp. No.	Pilot or Pilots	Aircraft Particulars
1.	E. T. Prosser	Biplane, span 40 ft.
2.	F. P. Raynham	Monoplane, cantilever, 36 ft. span, 160 lb. empty; designed by pilot and Sydney Camm; entered by Handasyde Aircraft Co.
3.	G. W. Cain	Monoplane bicycle, 36 ft. span; pedals for starting only.
4.	H. S. Broad	Braced monoplane, 50 ft. span; about 250 lb. empty; entered by De Havilland Aircraft Co.
5.	C. Christopher	Monoplane ornithopter (flapping wing), 25 ft. span; wings hand-driven.
6.	H. E. Waite	Monoplane, 54 ft. span: wing tips rise and fall under pilot's efforts.
7.	J. M. Hargreaves	Biplane, 25 ft. span; wings " sparless wood covered ".
8.	F. J. W. Purton and P. A. Purton	Two-man-power helicopter with pedal drive, 15 ft. span; entered by the British Helicopter Co., Blackheath.
9.	J. J. O'Freddy	"Sail biplane"; actually, Press illustrations showed it to be horizontally a tandem monoplane and vertically a fully-rigged yawl with jib, mainsail and mizzen. Powered by pilot " padling ".
10.	C. Frobisher	Pedal-driven monoplane ornithopter; 30 ft. span.
11.	A. P. Maxfield	Biplane, 26 ft. span.
12.	H. S. Dixon	Pedal-driven monoplane ornithopter, 30 ft. span; about 60 lb.
13.	E. C. Gordon England	Cantilever monoplane, 28 ft. span; 85 lb. empty; entered by George England Ltd.
14.	A. H. Knott	Monoplane, span "4 ft. and 20 ft."; pedal-driven airscrew provided.
15.	J. Jeyes	Klemperer type cantilever monoplane built at Aachen; low-wing position with dihedral, span 32 ft.; two streamlined skidded legs.
16.	J. H. Robertson	Monoplane with "patent wing".
17.	M. E. A. Wright and F. T. Courtney	"S.W.C." monoplane designed by W. H. Sayers and the pilots as a modified copy of the German Vampyr; span 42 ft.
18.	F. W. Merriam	Cantilever monoplane, span 38 ft.; modelled on Vampyr.
19.	A. H. G. Fokker and W. G. R. Hinchcliffe	(a) Two-seater biplane with nacelle; (b) another biplane; (c) single-seater biplane with seat on front of lower wing. All had metal tube struts and longerons carrying the tail.
20.	C. O. Smeaton	Monoplane.
21.	W. L. Jennings	Braced monoplane.
22.	A. Maneyrol	Tandem monoplane, 21 ft. 8 in. span; "N" strut to each wing; designed by L. Peyret of Courbevoise, France.
23.	S. H. G. Brown	Monoplane, span 41 ft. 6 in.; entrant at first listed as S. H. G. "Skuse".
24.	R. M. Balston	Monoplane, 36 ft. span; entered by Inventions Development Syndicate; no provision for motive power " yet ".
25.	H. R. Singh	"Bengalee" monoplane, 19 ft. span; entered by Hakim Rajah Singh of Liverpool.
26.	G. Barbot	Monoplane entered by Dewoitine Co., France.
27.	R. H. Stocken	Parasol-type "Airdisco" monoplane with crescent-shaped wing; 45 ft. span.
28.	A. Jackson	Monoplane.
29.	N. R. Gordon	Monoplane ornithopter.
30.	G. Collier	Biplane, entered by Kingwell & Son; incorporated a device by which the wind turns a fan and the fan turns a propeller, on the same spindle, which then propels the machine.
31.	A. Gray	Fokker D-VII upper wing clamped to top longerons of Bristol Fighter fuselage.
32.	C. Winchester	Biplane, entered by pilot and E. Brynildsen.
33.	E. D. C. Herne	De Havilland monoplane. Ailerons changed to warping wings later.
34.	J. G. Lee	Biplane.
35.	T. P. Hetherington	Monoplane.

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Antony Fokker takes off with Paul Bewsher of the "Daily Mail". ("Aeroplane.")

England previously held the U.K. duration record with 58 seconds in 1909.) Next off was the Frenchman Barbot, who was tipped over by the easterly wind, probably because he pulled up sharply and lost flying speed, and cartwheeled over on to the crowd. They were undamaged, but his Dewoitine was put out of the running for the contest.

The first competition day, MONDAY, OCTOBER 16TH, brought a moderate E.N.E. wind, and the first flights were made from the next hill adjoining Itford, Beddington Hill, which sent out a northward spur of which one side faced E.N.E. Four pilots had launches there and all climbed in the upcurrent before gliding down; their times were: Raynham 1 min. 58 sec.; Broad, 2 min. 18 sec.; Herne, 2 min. 38 sec.; Jeyes, 3 min. 1 sec. Fokker then moved along to Firle Beacon to make use of the N.E. slope beyond it, and everyone followed him. Only he and Jeyes, who had both seen gliding in Germany, realised that in order to stay in the lift one must turn along the ridge and not just fly on upwind in a straight line.

Fokker took Paul Bewsher of the *Daily Mail* on board his two-seater and soared along the north-east slope from Firle towards Alfriston, mostly above the top, but lost height on the way back and landed at the bottom after 7 min. 32 sec. He was followed by Raynham, who likewise lost height on the return leg but shot past Firle Beacon only 200 ft. below its top, and with a long glide down his flying time amounted to 11 min. 23 sec., winning him Alec Ogilvie's £50 prize for the longest flight exceeding a minute in a British machine on the first day. Gordon England then had a try and managed 4 min. 32 sec.

Late in the afternoon the wind picked up and Fokker tried again, flying his two-seater solo with 140 lb. of ballast. He stayed just east of the Beacon, probably because of the obliqueness of the wind on the rest of the ridge; this entailed much twisting and turning, but he stuck it for 37 min. 6 sec., landed on top because of oncoming darkness, and became the first competitor in the running for the *Daily Mail* prize.

GLIDING YAWL BEACHED

Some machines had still not yet arrived, including the strange contraption of Mr. J. J. O'Freddy, who had told the Royal Aero Club he hoped to "sail" it over from Sheerness. About midday a telegram came from him stating he had left Sheerness at 9.25 but crashed on a hill near Maidstone at 9.38. This led to speculation whether it had been airborne or roadborne prior to the mishap. It never turned up.

TUESDAY, OCTOBER 17TH, was remarkable chiefly for a flight by Raynham of 1 hr. 53 min. 2 sec.—the third longest in history—but I cannot find from the published accounts which part of the ridge he used. He had flown 3 min. 15 sec. on

an earlier attempt the same day, drifting too far back. After his flight, Merriam had a launch, but according to *The Aeroplane* his elevator was hard up; he shot up, cartwheeled over to the right and smashed his machine badly, "unfortunately missing many of the spectators who had crowded round the machine in their usually stupidly ignorant way," to quote Geoffrey Dorman in *The Aeroplane*. Gordon England flew 2 min. 7 sec. from Beddingham Hill, then the wind became too strong to tempt anyone else. Fokker amused himself with a kite.

On this afternoon, in London, I passed my final examination in medicine at the fourth attempt, immediately put it out of mind, and next morning set off by an early train from Victoria to see the gliding. Of the ensuing 40 years, just 20 (14+6) have been spent in medicine and 20 (4+16) in aviation journalism.

CASUALTY OF THE GALE

The wind blew still harder on WEDNESDAY, OCTOBER 18TH. Having first booked in at a hotel in Seaford before cycling to Itford, I missed a most spectacular crash. Jeyes had taken off from Beddingham Hill, was violently heaved up and down, pushed forward into the downdraught from the next spur, and was forced down on to its flank. His right wing broke off and floated away, and he was extricated unhurt from the rest of the wreckage. Flying time: 2 min. 47 sec.

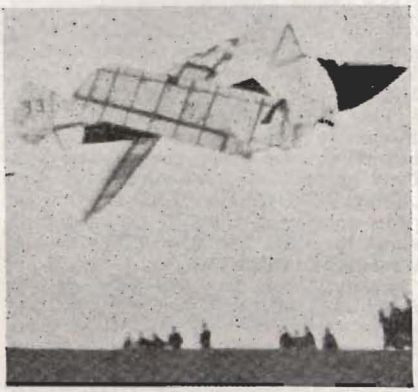
Before that, Gordon England had taken off from Firle, been blown backwards by a 50 m.p.h. wind, and landed with an airspeed of 40 m.p.h., still moving backwards.

THURSDAY, OCTOBER 19TH, brought no relief from the gale. But Herne, being dissatisfied with his ailerons, had converted his machine to wing-warping, and wanted to try it out. With a small group I watched him being bungied into wind from near the bottom of Beddingham Hill. He had risen to about 30 feet when the wing-tips started fluttering violently and broke off, and Herne sank to earth with a mild bump and an expression of great surprise.

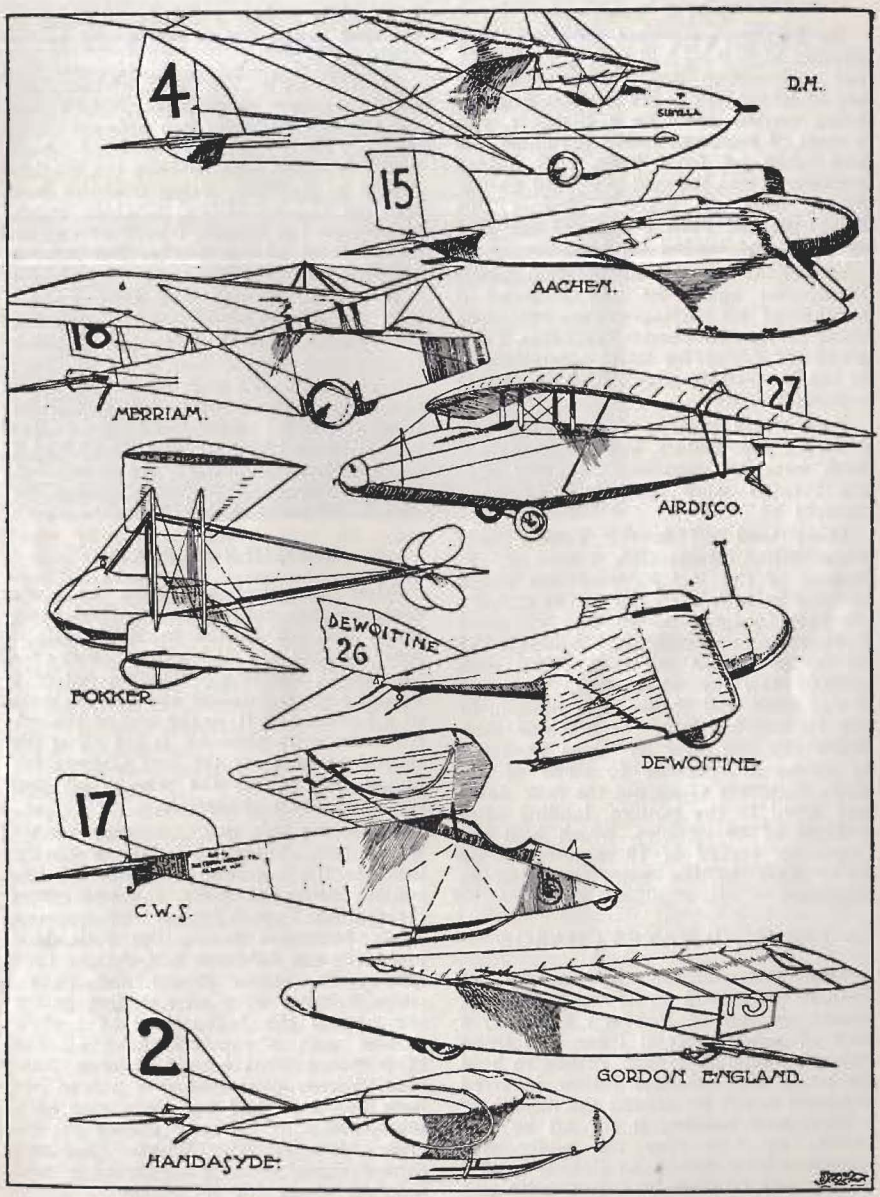
In the evening a film show was laid on at the cinema in Seaford, and Fokker showed films he had taken at the meeting, many shots of the German competitions, and an old propaganda film which kept tearing, showing the superfluity of level crossings in Amsterdam on the way to the airport. Meanwhile, the marquee at Itford which housed Prosser's biplane was blown down on top of it, solving the problem of how to get it out of the marquee after it had been rigged inside.

The gale blew itself out by FRIDAY, OCTOBER 20TH, leaving a light northerly wind. I watched Cain's flying bicycle being tried out at the bottom of Itford Hill; the wing was fixed at an absurdly high angle of incidence, with the result that, whenever the front wheel got off the ground, the machine immediately stalled and fell over sideways (I am not sure this wasn't the following day).

Rex Stocken (who gave the prizes at this year's Championships) made his first glide from the top. Although he appeared to be holding height at first, he flew straight ahead till he touched down at the bottom after 3 min. 18 sec. Then G. P. Olley made a similar flight in the Fokker two-seater despite the owner's shouted instruction to "gom 'ere", meaning return to the slope lift. Fokker had made no further attempts on the big prize, but generously lent his two machines to others to fly. In the evening, in dead calm, he made three perfect glides down from Itford Hill in his single-seater, manoeuvring slowly in and out of all the indentations on the way down.



Capt. Herne's warping wingtips warp themselves right off.
(Courtesy of "Flight".)



Leonard Bridgman's drawings show all the machines which flew at Itford except the Peyret, "Brokker" and Fokker's single-seater. (Courtesy "The Aeroplane".)

FINAL DAY

By SATURDAY morning, OCTOBER 21ST, another high wind had sprung up for the last competition day. I arrived at the top of Itford Hill to see Gordon England being carried down on a stretcher with a mass of bandages round his ankle. He had taken off from Firle, been blown backwards into the curl-over, and stalled. Flying time, 52 seconds. Before this Raynham had done 8 min. 30 sec. east of Firle and landed on top.

Among the crowd I encountered Sebert Humphries again; he had collected a number of air correspondents, including those of the *Manchester Guardian, Telegraph* and *Times* (the latter condescended to tap his walking-stick on my front tyre —pardon, tire).

Two world records were broken this day—for two-seaters and single-seaters. Both were for duration—no other gliding records were recognised or even thought of.

Olley took off in the Fokker two-seater with Observation Officer C. P. Rogers of the R.A.F., who was stated to have been "picked out of the crowd". To their weights of 10 and 12 stone Fokker recommended the addition of 80 lb. of ballast because of the high wind. I saw the whole flight; most of it was done well above Firle Beacon, or not far off, but later the machine sank below the top, and its wings appeared to shiver in response to some of the gusts. Suddenly Olley put the nose down and dived to the bottom, landing after a flight of 49 minutes, which beat the two-seater record of 13 minutes set up by Fokker in the same machine in Germany.

THE WIND TAKES CHARGE

When this machine had nearly got back to the hilltop on its return journey, lashed on top of Fokker's Cadillac, a gust of wind broke it loose and those nearest, including myself, rushed to hold on to it. One clueless fellow incurred Fokker's wrath by seizing the middle of a strut and bending it for all he was worth. By this time the glider was obviously past saving, so Fokker moved a little way off with his cine camera and started filming the scene (this was done in those days by turning a handle). Meanwhile a dear old lady came up to me and asked, "Are you going to fly again today?"

In the early afternoon, Maneyrol's brown tandem monoplane, which had not appeared before, was brought along the top of Firle and launched about 2.30 p.m.—too late to beat the world's record in daylight. Being doubtful how such an unconventional machine would behave on the launch, I kept well away, unlike most of the public. But it took off beautifully and soon soared far higher than anyone had been before, with the utmost steadiness.

Raynham, seeing this, got another launch and turned westwards to keep out of Maneyrol's way. He flew 3 miles along the north slope to Itford, but the wind was N.E., so he lost height on the way back and had to land. Olley had a go, I believe in Fokker's single-seater, and according to the record flew for 38 min. 47 sec. I missed seeing these two.

ANOTHER SURPRISE

After Maneyrol had been up some time, another entirely new arrival came along the hill to the launch point; it was Sqn. Ldr. Alec Gray with his "Brokker", hastily put together out of a Bristol Fighter fuselage and the top wing of a Fokker D-VII, at the cost of 18s. 6d. for some extra plywood. It got off at the second attempt; at the first attempt the bungy had pulled the wheels off and launched them separately.

On seeing this machine come up towards him, Maneyrol made a terrific lurch to the left; but thereafter, by unspoken mutual consent, the two pilots divided the Firle-Alfriston beat between them, Maneyrol taking the Firle half and Gray the Alfriston half. At one time Maneyrol's brown Peyret and Gray's silver Brokker were seen shining in the sun against the background of a dark cu-nim with a rainbow. Like all the other competitors except Gordon England, neither pilot had ever soared before, and each had one short hop of a few seconds as his only gliding experience. Moreover the Brokker was not even designed — only concocted — and weighed about 500 lb. all-up.

Seeing how different they were, yet how beautifully they soared, no wonder



Alex Maneyrol takes off on his world's record flight. (Courtesy of "Flight".)

many people concluded that all you needed for soaring was a strong enough wind blowing up a steep enough hill; the rest hardly mattered. But *The Times*, in a leading article on the following Monday, wrote, ". . . the secret of gliding flight is less in the machine than in the pilot. It is no business for amateurs, but for those who have gained airmanship by long experience with power-driven aeroplanes".

Gray landed after 1 hr. 4 sec., but Maneyrol flew on. The official meteorologist, F. Entwistle, noticed that he gained extra height whenever a heavy cumulus or cumulo-nimbus passed over; but this observation was hidden away in the *Meteorological Magazine* till he reproduced it in October, 1932, in a commemorative issue of THE SAILPLANE & GLIDER, which he was then editing. Entwistle's young assistant, who loosed off met. balloons from the valley, stayed in my hotel; but he affected a contemptuous indifference to the whole business, and the only conversation I got out of him was about George Robey.

Unfortunately I did not stay till the end, having to do a long bike ride northwards (without wings) and being afraid of getting soaked on the exposed hilltop. But Humphries stayed on and saw Maneyrol land after dark with the help of car headlights. He received a tremendous ovation, having beaten Hentzen's 3 hr. 6 min. with a flight of 3 hr. 21 min. 7 sec.

It was amazingly lucky that the wind blew from between north and east throughout the meeting. If it had not, then almost certainly no soaring would have been done, and nearly everyone, with equal certainty, would have failed to realise why, and have just kept on saying that there "must be something peculiar about the Rhön".

PRIZES

Maneyrol, of course, received the *Daily Mail's* £1,000 prize.

Raynham received Alex Ogilvie's £50 for the longest flight on the first day in a British machine, and £10 from Mr. John Bull, of the Seaford Chamber of Commerce, for the longest flight in a straight line (distance not stated) — this was the nearest thing to a cross-country prize, and *Flight* did express regret that the winner of the big prize should have been made to land near the starting-point. Later, Raynham was also awarded the Royal Aero Club's Britannia Trophy for the most meritorious British performance of the year.

Gray received £50 from the Royal Aero Club for the longest flight excluding the above two.

Olley received £20 from the Seaford

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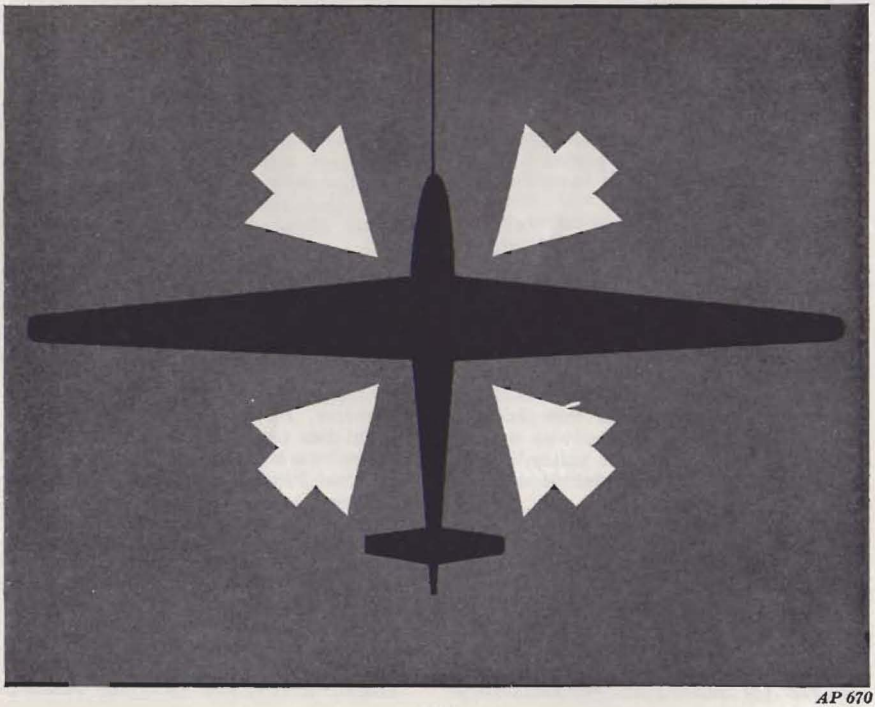
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Chamber of Commerce "for the longest aggregate duration"—1 hr. 31 min. 8 sec. (actually the third longest).

Gordon England had a "special prize" of £10 from Mrs. C. G. Grey, and Stocken received Col. W. A. Bristow's trophy. Col. Bristow was stated by a newspaper to have "added a prize for the winner of a glider race between two points on the downs . . . if the wind permits". The wind did permit, but the race was never held.

WHAT THEY DID AFTERWARDS

Not one of the successful British pilots ever soared again, even when gliding facilities were once more laid on from 1930 onwards.

Here are some personal notes about the subsequent (if any) activities of the competitiors, in order of entry.

E. T. Prosser was an early British aviator; I heard of him about ten years before in the Birmingham district, where he flew a Blériot at the age of 16.

F. P. Raynham was well known as a racing pilot, and as such he remained in the public eye. Hubert Broad became equally well known.

H. S. Dixon became ground engineer to the London Gliding Club in 1931; while there he designed another ornithopter and started building it. Before that he had been with R. F. Dagnall.

Gordon England was well known as a racing motorist, and had a firm which built racing-type motor bodies. In 1930 he became the first chairman of the British Gliding Association.

A. H. Knott, though he did not get off the ground at Itford, has been active in gliding ever since, alone among the competitors. For instance, he built a tandem monoplane soon after the contest and entered it for the *Daily Mail* cross-Channel gliding prize in 1931; and in the same year he started a gliding club in Swansea, subsequently building several gliders for them. In 1939 he became ground engineer to the new Surrey Gliding Club at Reigate. He is still, I believe, trying to stimulate gliding around his home, and I occasionally see him at other clubs.

W. H. Sayers, who was editor of the technical supplement of *The Aeroplane* and had been to the Wasserkuppe and reported on the German machines there, died early this year. I saw his fellow-entrant, Frank Courtney, try out the S.C.W. machine in a short glide one day. Subsequently, Courtney was rescued from a Dornier Wal in the Atlantic, and afterwards specialised in autogiros, later going to live in America.

F. W. Merriam converted his machine to a two-seater and with it started a gliding school in the Isle of Wight in 1923 (see GLIDING, Winter, 1950-51); he claimed it was the first dual-control glider in the world. In 1930 founded a short-lived Isle of Wight Gliding Club.

Antony Fokker died in 1939, but his famous aircraft firm is still going strong. He spent the First World War in Germany producing some formidable fighter aeroplanes.

Gordon Olley ran a flying organisation of his own for many years.

Alex Maneyrol increased the world's record to 8 hr. 5 min. at Vauville in France in the Peyret glider on January 23rd, 1923. He returned to England later that year to fly another Peyret machine in the *Daily Mail* "motor glider" contest at Lympne, but was killed when the wings broke off. Louis Peyret died in 1933.

G. Barbot broke Maneyrol's record with 8 hr. 36 min. at Vauville eight days later.

Rex Stocken took several test pilots' and instructors' jobs till he set up as a consultant in 1931.

Alec Gray is now a retired Air Vice-Marshal.

Clarence Winchester went into publishing.

E. D. C. Herne ("Buller" to his friends), a pilot of Daimler Airways, announced in September, 1922, his intention of gliding across the Channel "before the end of the year". He had often felt a bump over the cliffs of Dover (airliners flew low in those days) and was sure he could soar "several thousand feet" in this "almost constant vertical wind stream". He asked his fellow cross-Channel pilots to keep a look-out for upcurrents over the Channel and tell him where they were. Perhaps it was fortunate that his wings broke when they did, at Itford, only 30 ft. up.

As to J. J. O'Freddy, most people afterwards were inclined to doubt that either he or his glider-cum-yawl ever existed, and regarded the entry as a hoax.

On Danger and Safety

by Philip Wills

THERE is more loose thinking on the subject of Danger and Safety than on almost any other subject under the sun, Communism included. And the Official Mind (*sic*) is either included in this, or else hasn't the courage to put it straight. Let me therefore rush in.

Can one put a cash value on a human life? Of course not, nearly everyone will protest indignantly. All right, then, there are many quite simple ways of saving a great number of lives annually. In this country, for instance, last year 6,000 were lost on the roads. You could save nearly the lot by prohibiting motor transport. This would reduce our standard of life, economically, culturally and socially, but it *would* save 6,000 lives every year. You could save lives by prohibiting air transport entirely, with similar debits on the other side of the balance sheet.

The fact that no one in their senses would vote for such prohibitions brings the inescapable corollary that, whatever people say, they instinctively recognise that any one human life has a certain finite value. Nothing I have written implies that everyone should not do everything possible within reason to reduce accident rates, but the definition of the words "within reason" has never been attempted scientifically—rather it has been left to emotion, intuition, and the worst kind of sloppy sentimentality.

Let's start at Square One. One of the Freedoms worth fighting for is the freedom of an adult human being to risk his or her own neck—so long as it doesn't involve risking anyone else's. Some may not agree with this—should a man risk leaving his wife and family on the dole? Surely this must be left to his own conscience and to his wife. Ski-ing is probably the most dangerous popular sport—as the insurance rate of around 25% p.a. implies. How many spouses stop each other or their families from participating for this reason? This freedom is recognised in relation to other activities such as mountaineering and underwater swimming—and in the case of gliding in this country, but not in most other countries. The use of the air still suffers from the instinctive feeling of man (who was not intended by Nature to use it) that it is in some way different from the other elements, that people should not be allowed to adventure in it without a lot of official control. Yet our experience in the U.K. shows that, when flying, the ordinary man is just as careful of his own neck as when motoring. Perhaps I have used a bad simile, thinking of the madnesses we have all seen perpetrated on the road. The average man who wants to fly a glider probably has a higher sense of self-discipline and responsibility than the average motorist. He certainly has a higher one than the sub-average motorist, for if he didn't he would not last a week. But at least in his passing he would be unlikely to take with him the innocent life of a Third Party, as so frequently does the road-hog.

I hope, therefore, I have convinced

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my readers of two premises on which to base a case:

(i) In a free society, an adult person should be left free to take such physical risks to his own person as he wishes, so long as no Third Party risk is involved.

(ii) Society in the fullest sense is only workable if it is understood that the average human life has a certain finite value.

What do we mean by the word "value"? It is not a clearly definable word, because it includes both economic and social implications.

When I was in charge of the Technical side of British European Airways just after the last war, at one time there was quite a strong Press campaign to require that all passenger aircraft should carry emergency parachutes for all on board. We had to do a lot of study to work out that one—it would reduce the payload on a 30-seater aircraft by, say, 600 lbs. How much would that cost? How many lives per year would it have saved on the accident records of the world's airlines, over, say the previous ten years?

Making several assumptions, such as that mothers would abandon their infants in arms and grandmothers would survive a parachute descent into the midst of a jungle, the sum came out at, if I remember rightly, £29 millions a life. But in fact it would have saved more lives than we calculated, for if fares throughout the world were increased to cover this loss there would have been a reduction in the number of passengers carried, and hence a reduction in lives lost through other kinds of aircraft accidents than the very few in which parachutes could have conceivably played a part. So the debit side of this precaution would have involved not only a financial loss, but also a loss in the richness of the texture of living—i.e., a social loss.

A similar result would arise if the tax on private motor-cars was increased to, say, £250 p.a. This would greatly reduce the amount of motoring and so save lives, at the expense of a grave social loss. An alternative attack with similar results would be to impose an automatic penalty of life imprisonment for any driver responsible for an accident involving injury to a Third Party. To state these possible plans is to dismiss them, because we instinctively know that the lives so saved would be at an unacceptable cost.

I have been to a meeting with a number of high-level experts and have heard it said, "We can make no compromise with safety". To be as polite as possible, this is a completely muddled attitude—safety is compromised every time an aircraft leaves the ground, and every time you get into your motor-car and take it out of the garage. Each safety standard that is laid down is a compromise wth safety, and should be in fact an equation between the additional safety achieved, and the financial and social cost of its achievement. Unfortunately, this complicated calculation is almost invariably done subconsciously and based on emotional and irrational feelings, so that the word "calculation" is a misnomer.

What I have so far written is, I am all too conscious, capable of being misinterpreted in the wildest possible way, once more because this whole subject is so charged with arcane emotionalism.

I shall be accused of inciting people to take unnecessary risks—the word "unnecessary" being slid in to make a nonsense of my case and cast doubts on my own sense of responsibility. But, of course, what I am saying is nearly the reverse of this—people take risks, but they should be conscious of this, minimise them as much as possible, go on trying to minimise them further, but consciously accept the inescapable balance as worth while.

In flying, the cheapest way to reduce risk is by adequate training. It is unforgiveable if anyone loses his life because he has not acquired the knowledge that he needs. It is inexcusable if he loses it through some defect of character, such as a desire to show off, or a refusal to recognize his own limitations. He may fail on such grounds through his own fault or the fault of others. We should never stop our efforts to prevent this. They are already many times greater than the efforts applied to reduce car accidents arising from these same defects, which are far more numerous.

Now we come to a much more difficult one. What right has an individual to risk the lives of a Third Party or Parties? None at all, is the obvious answer. But wait a bit.

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A private motorist goes out on the road with a few gins on board and runs down an innocent pedestrian. Easy—he should be treated with great severity by the Law. A perfectly sober private motorist goes out, and a drunken pedestrian falls under his wheels. Bad luck—but it cannot be denied that if private motoring was prohibited, that life would have been saved. But by far the commonest accident is where both parties commit errors which, alone, would have led to no accident, but together lead to a fatality. Where do you draw the line?

Society admits that the private motorist is a desirable person as such, and hence admits that, whether or not he has a right to risk other peoples' lives (by merely existing), he must be permitted to do so, to however small a degree.

Applying this to gliding, the number of innocent airfarers who have lost their lives by collision with gliders is nil. But the *risk* that one day this will happen is unavoidable; though it is obviously *almost* nil, it could be expressed by a finite number. Does society accept that the value of gliding to it (which it certainly does not rate as high as it should) is worth this almost infinitesimal risk? The answer is that society does not think of this aspect of the matter at all, either in relation to gliding, air travel, motoring, or anything else. It leaves this aspect of the matter to Them—to the Authorities—and they handle most of it in an entirely irrational way also. *But not all of it.*

An aeroplane is designed to certain safety standards—but this is exactly the same as saying it is designed to certain danger standards. A main spar is designed to fail in not more than 1 in a hundred million cases. Engines are designed to a factor of reliability ensuring that, in a multi-engined aircraft, they will not fail simultaneously oftener than once in a hundred million times.

But the great point about this figure is that *it is known*—it is accepted as justifiable economically and socially. If a similar rational approach was made in all other fields we should really get somewhere.

How to Hit Back

A CORRESPONDENT of *Australian Gliding* in New South Wales sends the following suggestion to that magazine:

"Throughout Australia private flying is being hampered by the ever-increasing demands for airspace by commercial operators. The airlines are booming because the flying enthusiasts of 20 or 30 years ago persuaded the public that air travel was a good thing.

"We are now faced with the situation of being forced out of the sky by the people we helped put in business, and I think something firm should be done about it.

"I would like to suggest that private pilots—both glider and power—withdrew their support from the airlines and refuse to use them. We should also start persuading our friends to travel by bus and train. If fewer people travel by air, the airlines will need less space and there might be a bit of space left for private pilots."

TITUS A. FISHER

The Lemoigne Parachute

by Walter Neumark

IN the October, 1961, issue of SAILPLANE & GLIDING, Derek Piggott emphasised the importance of using one's parachute without hesitation if the necessity should arise. This is easily said; but if one has never used a parachute, some hesitation is likely, irrespective of whether one has had two or twenty years' flying experience.

In the days of solo training, there was no really safe way of teaching pupils how to recover from spins. The appearance of two-seater training gliders made it practical to give pupils confidence in spin recovery before they even encountered one in earnest. All cloud-flying sailplanes are equipped with parachutes, but due to the practical difficulties involved, gliding clubs have so far been unable to provide any useful instruction or experience in the use of this vital safety equipment.

The Lemoigne Ascending Parachute has altered this situation, as any club capable of launching gliders by winch or auto-tow can now provide full parachute training with this device in a practical and economic manner. As described in the April 1962 issue of SAILPLANE & GLIDING, the parachutist is launched by auto-tow (or winch) in exactly the same way as a glider and can be brought up to a gentle "glider" landing by the car driver.

Having thus been assured that the system works, the parachutist can be gradually accustomed to progressively faster rates of descent, and his judgment on when to brake his descent by hauling on the lift webs can be built up. Thereafter he can proceed to "free descents". When he reaches the top of his launch, the car driver slows down and stops and then releases the cable. (An old-fashioned non-automatic glider release mechanism is mounted on a base plate which can be quickly tied to any towing vehicle.) During the free descent,

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the parachutist can practise accurate turns and forward, backward and side landings. Contrary to some misconceptions, the Lemoigne is not limited to backward landings.

As to the maximum altitude attainable, this is subject to similar considerations as in glider launches, and heights of over 2,000 ft. have been reached in France; but one should not exceed 40% of the cable length to avoid undue strain. For most "free" drop training, 180-200 ft. is quite sufficient.

The greatest danger of the Lemoigne device is that its inherent safety might lead to carelessness.

Launching operations are similar to those of gliders, except that the driver of the towing vehicle is not only the instructor but also the real "pilot", responsible for the whole safety of the flight. It is important to emphasise that normal glider launching discipline must be maintained. It should also be mentioned that there is no need whatsoever for an expert parachute packer. After a flight, the 'chute is merely rolled into its pack. This is reasonable, as the canopy must be fully inflated and all rigging lines must be seen to be in order before any launch is started. The importer can arrange annual inspections and overhauls in the usual manner.

Quite apart from its use in training and building up confidence in the safety equipment of sailplanes, the Lemoigne can provide excellent fun for all those members of a gliding club who remain on the field after all cross-country aircraft have departed. Diamond C pilots appear to gain the same enjoyment as six-year-olds, while at Camphill one lady pilot declared that never in her life had she felt so like a fairy.

The Coach and Capstan

by Walter Kahn

IT all started at a Tobacco Trade Cocktail Party when I met a charming character called John Wilson. I soon discovered that he worked for the famous tobacco firm of W. D. & H. O. Wills of Bristol. He told me that his company had given large sums of money and various prizes in order to foster and promote sporting activities. Somehow (!) the subject of gliding was mentioned, and after a few more gins he was all for giving a Skylark 3 to the winner of the forthcoming (1961) National Championships.

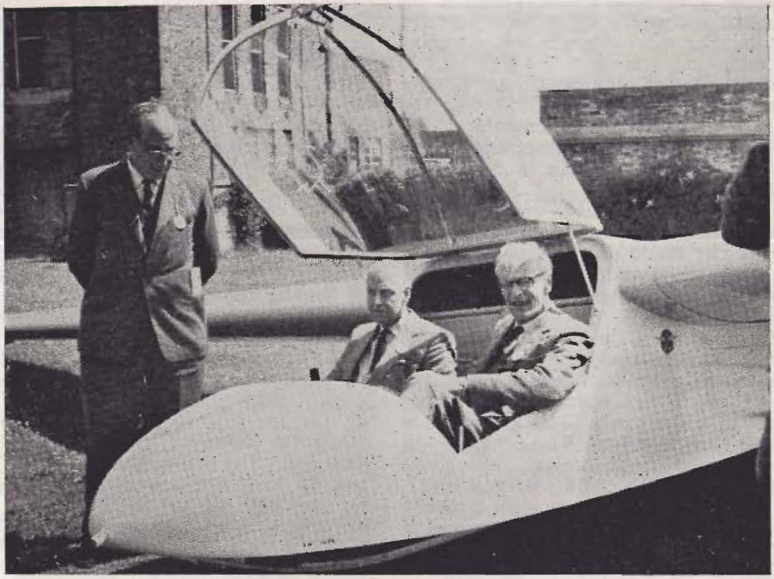
I did not think that even Nick would want two gliders, and therefore suggested that Wills might prefer to give us a two-seater trainer which could be used by our "Travelling Circus" which was run by the Instructors' Panel. At that time the T-49 was still on Slingsby's drawing-board, and it seemed a good idea to choose the T-49 for the aircraft. Wills in the meantime very sportingly gave numerous barographs and other prizes for the 1961 Nationals, and we painted a T-21 in Capstan livery to be flown during the Champs at Lasham.

All that remained was to persuade Fred Slingsby that "Capstan" would be a wonderful name for the T-49, persuade the Council that this gift was wonderful (neither of these two things was very difficult), and wait for the glider to be built.

Then someone said, "Wouldn't it be nice if we had a full-time coach who could visit clubs with the Capstan?" We all agreed. The Treasurer, Basil Meads, muttered the usual "What do we use for money?"

The B.G.A. is represented on the Central Council of Physical Recreation as a member sporting organisation. Through the C.C.P.R. I heard that the Ministry of Education could make grants to assist National Coaching Schemes. Round we went to the Ministry with a long hungry look. At first they did not think that gliding was really a sport. A few supporting letters from well-connected believers and tales of "you should see them push and shove—it's physical training and more" persuaded them and they were all ready to give . . . when—the axe fell. No more money from the Treasury.

A year later the Minister of Education announced in the House of Commons



Mr. W. J. C. Carter, of W. D. and H. O. Wills Ltd. (centre), formally presents the Capstan to the B.G.A. at Aston Down. Left, Fred Slingsby; right, Philip Wills.

that financial aid to sport would recommence.

The next morning found me pounding on the doors of the Ministry, and after due consideration (thanks to their Air Adviser, Mrs. Allstone, who is not only extremely knowledgeable on aeronautical matters but also a pre-war member of the Derbyshire and Lancashire Club) we have been favoured with a grant. This means that the coach can be employed by us, his salary being paid by the Ministry together with a further grant towards the administrative expenses.

We are only the thirteenth sporting organisation to receive this grant, which was made possible by the Physical Training and Recreation Act.

We are obviously extremely grateful to Messrs. Wills and the Ministry of Education for making the coach and Capstan possible. The scheme can and, I am sure, will make a tremendous contribution to the success of the gliding movement in this country. We must justify the grant, and as it is renewed annually, we shall have to report fully to the Ministry on the success of the "British Gliding Association National Coaching Scheme".

St. Just — Just!

by John Inglesby

The true story of a Diamond Goal attempt on 14th April this year.

WITH a ridge of high pressure to the north and isobars sweeping down from the Wash and round through the West Country, the met. picture looked quite promising. So, after making a declaration for the *n*th time, we sallied forth from Thruxton at 10.30 B.S.T. to try and fly to Land's End.

A healthy 25-knot wind was blowing, but there was too much north in it, and although ground was covered quite quickly, there was an anxious moment when the South Coast came rather too close. But the crisis passed, and the half-way mark, Exeter, passed by to port at 1.15 B.S.T.

Devon proved not too difficult, although it was necessary to play safe for a while. The wind strength was 20 knots and bang-on.

Over Cornwall, the occasional bonfire beckoned towards Land's End, but the wind was losing its momentum. Instability improved, however, and opposite the Padstow estuary a height of 5,000 ft. a.s.l. was recorded. Perranporth and the Truro estuary went by, but visibility to the south was not too good, and the city could not be seen. With the goal gradually coming within range, emphasis was given to gaining height rather than to speed.

Quite suddenly, just on top of Portreath, a misty cloud-mass appeared out of nothingness, like an apparition. Suddenly there it was, completely blocking the path, so there was nothing for it but to head straight into it. This white world was unexpectedly turbulent, but there seemed to be little solid lift anywhere.

It was not easy trying to steer a steady course through this rough stuff, and a saying from Wing Commander "Sandy" Powell's book *Men with Wings* came to my aid:

An experienced pilot soon comes to "forget" the aeroplane which surrounds him—he flies the cockpit and the rest follows.

A glimpse of the obvious perhaps, but it did help me to focus my thinking.

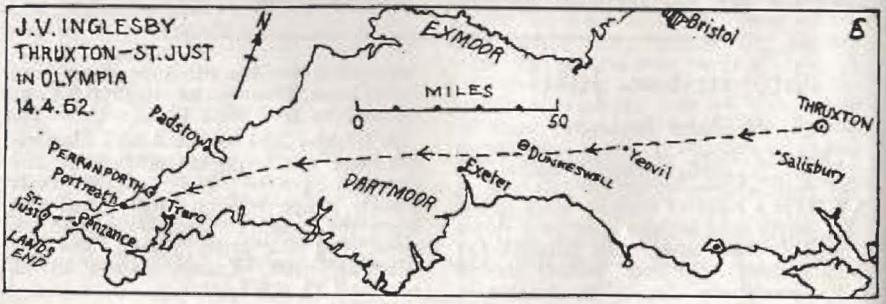
We got through without losing too much height, and there lay Penzance and Land's End beyond. A long straight glide followed, but without a sign of lift. An anxious search—first to the north, then to the south. Just in time! Under some dirty grey stuff, we slowly won back to 2,000 ft., and this was enough to clear Penzance. On top of Penzance and slightly over the sea, there was some more weak lift to be had, but 2,200 ft. a.s.l. was the best we could do, and St. Just was still 6 miles away and 401 ft. a.s.l. This was asking rather much of an old-fashioned Oly like Cocky (for all the polishing), but the only hope was to go on. A little further on, another tickle; circled once, but it was gone. On again, every nerve a-tingle, heading for home and hoping hard. Fortunately, we encountered quite a sizeable area of zero sink, with even traces of "green" in it—but would it be enough?

St. Just was just beyond the summit of slightly rising ground; if we could but gain this, there would be every chance of making it.

We were getting very low. Soon a farmhouse came into view, and beside it two small grass fields; the stone wall on the far side of the further one ran along the summit that had to be surmounted. The all-important thing now was to keep the speed up. By aiming for the base of the stone wall, it was possible to keep up the speed and even gain a knot or two (42-43 knots). Then easing back a fraction just at the last moment, Cocky sailed over with 20 ft. to spare. The small grass airfield came into view, but we were not there yet. The next obstacle was another stone wall a couple of hundred yards further on, on rough moorland, but the slope was now favourable. Same tactics again. Skimming across the moor, we picked up a little extra speed (41-42 knots), and this was enough to clear the wall by 15 or so feet. A hundred yards more, and a road and a fence, and over the fence, home. With a final switchback, we lobbed in.

Time airborne: 6 hours less 4 minutes.

Rhumb Line distance: 312 kilometres (194 statute miles).



Five Legs on Sun's Tiny Rivers

by P. K. Ghose (" Toon ")

Reproduced (in Toon Language) from "Lasham & Gliding"

The sun of suns,
And down the shafts of his splendid pinions
run tiny rivers of peace.
And the small hawk high up turns round
on the slow pivot of peace.

I CLOSED my eyes. Folded my hands and bowed down to the heads of Lord Shiva and his wife, Goddess Parbati. Parbat means mountain in my language. And Parbati is holy where Shiva meditates sitting lotus-posed. In fact I was looking at the dazzling white-capped French Alps through our right-hand-side of the cockpit on the 11th December, 1961. On our left mountains again, but they looked like hills. Since I left the foothills of the Himalayas and started looking down at so-called hills from a man-made bird they have turned into mountains! It's true!

Beyond Vondone, where Napoleon's father had a shoe repair shop, Aix-en-Provence, Marseilles, the misty Mediterranean, well, Southern France in other words lay under like a topographical map. The wave cloud 2,000 m. below dissolved and formed. A sight for the gods? The intensity of it all you could see. You couldn't feel it. Shame. We were anchored by a big hand. Motionlesss, timeless. Eyes looking without a wink. Don't move anything, not an inch, you would disturb the peace.

"St. Auban starter to Hotel Fox over". I almost jumped out of my cockpit.

"H.F. to starter, over", I managed to speak.

"Give your reading".

"Let me think", I said. Beastly man.

"What you say?" Monsieur Martand, my instructor's voice.

"Position N.W. 10 km. Malfougasse, above S.E. France, A.S.I. 105 km. Alt. 6,800 m. and is stuck. Vario: I m. positive", I said v. slowly.

"What is stuck", M.M. said—I've wasted my b——y youth not learning French.

" Got bleigh me", I was going to say "haaram zaada". Buddha you, swearing in my language, instead I continued.

"Altimeter won't read any higher".

"No worry, how are you feeling? Can you see Delhi? ha! ha! ha!" a French giggle.

"No. I might see Lasham any minute", I.

"What? No matter. O.K. Termine". He.

"Out", and like a fool I left the radio on.

I felt funny after this. It wasn't the wine I drank during lunch. Nothing was real about it. I breathed heavily on the mask and switched on the oxygen bottles to emergency. Don't ask me why. The head seemed to sag on my chest. It didn't seem to belong to me any more. Brakes on—that's all I remember. I dreamed I must have a pair of fur boots when I've a little more money.

"Good gracious", I opened my eyes, " what am I doing over Vondone", 20 km. downwind of Saint Auban. The sun was a big dark-red disc. We wallowed at 130 km/h. Altitude 4,600 m. Took all my strength to put the brakes closed. Headed back home at 150 km/h.

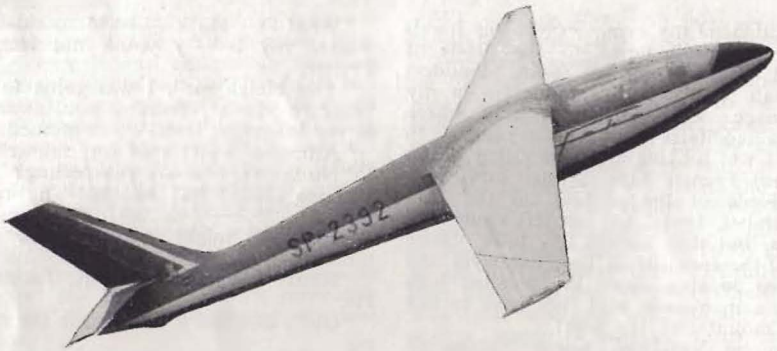
"If I get back in one piece, our Kavi nehi (never, never again)", I said trembling, "I'm not flying so high".

The lights were on in the valley. Very, very turbulent as I fell below the level of the mountains. I landed in one piece and thought if Les or Doc or Ken

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had seen this specimen of landing, I would be to "Tea Tray again".

The next day I did my duration above Gold C height. I couldn't help it. I will tell you why. I was feeling cold between 3,500 to 4,000 m. In order to get warmed up I left the lift and went downwind over Grand Faille, a terrible greedy looking mountain. It was time to tell my position over the radio! When I said I was over where I was, M.M. was furious, because I was sinking madly. And we were afraid not me realising, that we would be down soon. So I headed back and felt the turbulence of an invisible rotor cloud like which my instructor and I had experienced flying Breguet 904 on December 8th, 1961. He had chuckled then, because I had forgotten my forefathers' names with fright and awe.

I grit my teeth. Now or never, you boodhoo. The 18.6-m. wings of Air 102 were like two fluttery spoons on a butterfly. Steep bank: vario read anything between 6 or 7 to 15 or 20 m. a second plus, my boy! The A.S.I. read 50 km. to 120 km. Flying badly? We were sitting on top of a steaming locomotive funnel! It wasn't funny at all! All of a sudden we felt that somebody had been playing the fool with us, chucking us about as an expert table tennis player might with a player like Wally, and suddenly feeling merciful and ashamed of taking undue advantage of his prey, lets him go. Back to silence. I was content now to stay above 3,500 m. You can't do anything about these situations, can you?

I better shut up except we cheated on our Silver C leg. We got up to 6,300 m. and glided over Aix-en-Provence. I was supposed to land there. Looking down from 5,000 m. I thought it was a village.

Over Marseilles control zone a voice again. "Fox Tango to Bravo Quebec", my great master talking, blast, "where are you? What is your position?" He kept on repeating. "My position is not good", I said excitedly, "now leave me alone", and switched off the radio. Saw two Voodoos (Jets) about 4,000 m. below me. Meri Jaan (my life) I am in trouble 20 km. downwind. After 20 minutes I landed back 3 km. behind Aix-en-Provence airfield. Dirty children, pregnant women and one old farmer stood on wings, leaned on cockpit. I didn't mind. Otherwise the glider could have been blown away.

They looked at me as though I was a real black Indian. And the small hawk high up turned round and round and round on the slow pivot of peace. There he was up floating on the tiny rivers.

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TWO WORLD'S RECORDS

TWO new World Speed Records, set up in the United States by George B. Moffat, Jnr., a New Brunswick (N.J.) schoolteacher, have been confirmed by the Soaring Society of America and await international recognition. Both were flown from El Mirage Field, California, in the HP-8 sailplane designed and built by Dick Schreder, who flew it in the 1960 World Championships.

On August 16th, Moffat averaged 77.6 m.p.h. over a 100-km. triangular course, beating the record of 69.2 m.p.h. set up by Mikhail Veretennikov of Russia in May, 1960 on the A-15 (described in SAILPLANE & GLIDING, June, 1961, p. 164).

On August 19th he averaged 67.5 m.p.h. over a 300-km. triangle, beating the record of 60.17 m.p.h. set up by Schreder in the same HP-8 from Odessa, Texas, in August, 1959.

United States pilots now hold all international single-seater records except Goal Flight (Veretennikov) and Goal-and-Return (S. H. Georgeson, New Zealand).

Our "Subsidy"

From a Correspondent

A RECENT White Paper announced that the subsidy for Club Flying and Gliding was to be reduced in 1962 from £100,000 to £60,000. Our readers will be startled to hear that we have been after all "subsidised", but those who have an understanding of elementary economics will be even more startled at this evidence that our revered Treasury have none.

For this "subsidy" is in fact the reduction in petrol tax which we have hitherto been granted, and it is this remission which is being reduced.

A bandit sets up shop on a river-bridge and extracts a toll of £50 on everyone who crosses it. One day a beautiful girl arrives, and he lets her cross for £10 (and perhaps an additional non-financial impost). The Treasury would apparently say she had been *given* £40!

To revert to elementary economics, a *subsidy* costs the taxpayer something, and he cannot get any financial return. A reduced tax may stimulate consumption, which then grows so much that the Treasury revenue (and hence the taxpayer) may be advantaged. This actually happened when the Petrol rebate was initially granted to Club Flying and Gliding, which has since grown so much that the total of tax paid is now much larger than it was at the time the rebate was made. We can only hope the reverse process will not now occur.

R.A.F. Contest at Bicester

by F. D. Cretney

WITH the National Competitions over, the R.A.F. Gliding and Soaring Association decided to hold a small meeting over the Bank Holiday week-end with the dual object of giving some of our hidden talent a chance to get some competition experience, and to try and give the Association some idea of which of our less experienced pilots would be likely to gain entry to the next National meeting.

The idea was to have an "all one class" competition, using Olympia 2B's, and to get the Association "pundits" to organise the event. The entry consisted of 18 Olympias, with a guest entry each from the Army and Navy, and with the R.A.F.G.S.A. president, Air Chief Marshal Sir Theodore MacEvoy, flying *hors concours*.

The competitors assembled at Bicester on a very wet Friday evening, August 3rd, only too reminiscent of previous very wet meetings at Bicester; but an occlusion went through overnight, leaving a strong, cold westerly unstable air stream over the country. John Williamson set the Saturday task as distance along a line through Spitalgate, planned to be almost directly across the 25-knot gradient wind. In fact, the day turned out much better than expected, and some eight competitors reached the Yorkshire coast near Withernsea, nobody having any real trouble with the wind, which was rather more southerly than forecast. Obviously, however, gliders have not been seen in number in this part of Yorkshire before, for the local police, seeing them circling over the coast, assumed that all was not well, and called out the local rescue helicopter. Some of the retrievers took rather a long time, and some competitors arrived back at Bicester only just in time to attend briefing on Sunday.

On Sunday the wind had dropped, and a good day was promised by Mr. "Chalky" White, our met. man. The task, therefore, was a 102-mile triangle to Wellesbourne Montford and South Cerney. Seven competitors completed the task, the fastest at 24.2 m.p.h.

Monday and Tuesday produced much rain and gloom, and no task. But by Wednesday morning the depression, meteorological and otherwise, had lifted, so a short task of a race to South Cerney and return was set. However, over-convection caught most people out, only seven people scoring, and only one—Ed. Meddings—completing the course.

And so ended a pleasant week-end's flying at Bicester.

R.A.F. BICESTER RESULTS

Final Place	Pilot or Pilots	Date (August) 4th	5th	8th	Total Points	Sailplane	Comp. No.
1.	E. J. Meddings	741	1,000	536	2,277	Olympia 2	158
2.	R. Feafes	937	967	151	2,055	Olympia 2	133
3.	P. D. Kevan	1,000	892	124	2,016	Olympia 2	87
4.	D. C. Austin	938	834	0	1,772	Olympia 2	114
5.	Cpl. Whiffen	827	931	0	1,758	Olympia 2	113
6.	Cpl. Gower (Army)	893	764	–	1,657	Swift	246
7.	D. H. Stubbins	758	804	54	1,616	Olympia 2	143
8.	R. P. Saundby and J. W. L. Jarred	957	60	71	1,088	Olympia 2	26
9.	R. W. B. Newall	803	251	5	1,059	Olympia 2	117
10.	D. J. Brooke	972	60	0	1,032	Olympia 2	157
11.	J. T. Prince	968	0	0	968	Olympia 2	185
12.	J. Alcock	902	60	0	962	Olympia 2	28
13.	B. B. Sharman	528	60	0	588	Olympia 2	116
14.	R. Waters	516	60	0	576	Gull 4	29
15.	D. Holding (R.N.)	224	326	0	550	Skylark 2	207
16.	H. V. Jones	377	60	0	437	Olympia 2	112
17.	W. Owens	193	60	0	253	Olympia 2	115
18.	E. E. Reeves	130	0	45	175	Olympia 2	142
19.	F/L. Humphries	122	0	0	122	Olympia 2	25
20.	C/T. Reilley	0	60	0	60	Olympia 2	134

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THE prototype T-49 has been travelling round most of the clubs in Southern England since the Nationals, and valuable experience has been gained for the future about the all-through training two-seater for club use. The fairly intensive operation of the prototype has also suggested some minor modifications which can be incorporated in production aircraft, which will save wear and tear and make them easier to operate.

The aircraft was invariably flown by instructors for familiarisation and soaring experience, with a senior instructor acting as check pilot. One interesting point which stood out was that experience in terms of hours alone bore no relationship to the ability of the pilot to fly this new aircraft for the first time. Although extremely straightforward and easy to fly, the huge view and the slightly inclined seating position in the Capstan initially felt less familiar than the older conventional glider. It was noticeable that, in general, older pilots, those who mostly flew T-31s, and those who had done a lot of circuiting and little soaring, took longer to adapt themselves than instructors training on T-21s, and pilots who are interested in soaring. Many pilots had considerable difficulty in flying straight behind the tug; they became bemused by the offset seating and were not, often, capable of analysing what was wrong themselves. They knew that they were not flying with accuracy but could not work out what to do about it.

As should be expected from instructors, their flying was in all cases safe, with the exception of look-out. Some instructors from clubs with few aircraft, and instructors without much soaring experience, were somewhat inadequate in this respect.

All instructors were impressed by the handling of the Capstan on aero-tow, agreeing that pupils could be taught to be launched by this method from scratch. The view is magnificent, and the big canopy will provide great comfort for the instructor for most of the year.

Perhaps the main lesson learnt from this summer's activities is that not enough instructors know how to soar in thermals. This may be the result of a conscientious approach to instructing, so that all their flying time is devoted to teaching the elementary exercises; but it was noticeable that instructors who could soar and who were interested in trying to get the best out of the aircraft in this respect were also better at instructing, having a more lively approach to the problem, which in turn stimulated the pupil into giving his best and wanting to find out more.

Soaring is, after all, a very basic part of gliding today, and the pupil should feel this from the beginning of his training. Obviously soaring on instructional flights for the amusement of the instructor is not to be condoned, but at certain stages of instructing, flights which can be lengthened by the competent use of thermals will be of great benefit to the pupil. Even if, due to the weather or season of the year, soaring is not possible, an instructor who is also a good soaring pilot will develop a better sense of general airmanship in his pupil, than one who is only really interested in tram-lining the largest number of circuits. In improving the quality of instructors and teaching good basic flying, which in turn will reduce accidents, the T-49 Capstan looks like having a fine future.

ANN WELCH

REGIONAL COMPETITIONS AT DUNKESWELL

FOR the first time the Devon and Somerset Gliding Club organised a Regional Contest, from July 28th to August 6th, at their aerodrome on a plateau among the hills between Honiton and Chard. Twentyfive machines were entered with 37 pilots from 10 different clubs, the other clubs being Bristol, Surrey, Lakes, Norfolk & Norwich, Cambridge University, London, Coventry, Oxford and the Royal Navy.

The opening ceremony was performed by Sir Bernard Waley-Cohen, former Lord Mayor of London, who lives in the district. There was no contest that day, as the weather was poor and only one tug had turned up, the other three being weather-bound at their respective club sites.

On SUNDAY, JULY 29TH, the whole British Isles were overcast except the tip of Cornwall, and even above the layer, "Wally" Wallington said, the sky was occupied by strato-cumulus. However, the low stratus cleared unexpectedly in the afternoon and, with the help of another tug which managed to get through from Lasham, nearly everyone was launched before the sky closed in again at 3 p.m. The task was Free Distance, and rather surprisingly three pilots went over 100 miles and the rest less than 40 miles.

The three outstanding pilots were Peter Scott and Alfred Warminger, each with an Olympia 419, and Peter Berriman, of the Devon and Somerset Club, who shared a Skylark 3 with David Clayton. Scott, who had first launch at 1 p.m., found cloudbase at 2,900 ft. at first, rising to 3,700 ft. by 3.20. He got very low under a bad overcast at Upavon but saw the sun breaking through ahead. Then there were good cumulus, one of which took him to 7,000 ft. His last glide was started over Goring and took him to a landing at Halton, 127.3 miles from Dunkeswell and 12 miles short of Dunstable.

When Scott was at Goring, Warminger, who had been launched just after him, had reached Odiham. There was a bad area of clamp between the two places, so Warminger kept south of London and finished up near Godalming, 115.3 miles.

Berriman was one of the last to be launched, but nevertheless was able to cover 107 miles to Benson, at the beginning of the Chilterns, having climbed in cumulus to 8,000 ft. and again to 7,500 ft. on the way.

Best of the remaining pilots was "Chuck" Bentson with 38 miles.

On MONDAY, JULY 30TH, when we had to leave for Camphill, there was rain



Sir Bernard Waley-Cohen (left), Lady Waley-Cohen and other distinguished visitors at the opening ceremony.



After briefing: Peter Scott, Ron Wilbie and Chuck Bentson.

along the whole route till the weather cleared at Bakewell in the evening, so neither club had any contest.

As no account of the Devon meeting has yet arrived as we go to press, we can only give the following information on the remainder of the meeting, received by phone each day.

TUESDAY, JULY 31ST.—Task: flight to a turning-point east of Yeovil then Free Distance northwards. Longest flight was about 40 miles to Castle Cary by Mike Garrod in the London Club's Sky.

WENESDAY, AUGUST 1ST.—Triangular race via Crediton and Merrifield; three pilots reached Crediton. No contest.

THURSDAY, AUGUST 2ND.—Task: flight to turning-point at Thruxton, 70 miles E.N.E., then distance along a line through Land's End (St. Just). Wind, light easterly. Four rounded Thruxton and flew part of the way back: Peter Scott (landed near Shaftesbury), Brennig James (near Salisbury), "Chuck" Bentson and Alf Warminger.

SATURDAY, AUGUST 4TH.—Race to Swanton Morley, about 350 km. (217 miles). Nine pilots got there; Peter Scott was fastest, taking 4 hours, and N. Stevenson's bonus for his Naval Olympia 2B gave him high marks. Owing to a mistake in transmitting Warminger's landing time, he was at first thought to have broken a U.K. speed record, but he actually took 4 hr. 36 min., the second best time, not 3 hr. 36 min.

SUNDAY, AUGUST 5TH.—Seven completed a 100-km. race, Peter Scott in about 1½ hr., the others taking an hour or more longer.

Peter Scott won the whole contest by a good margin; Warminger finished 2nd, and Brennig James and Bentson were close behind him.

(See map, p. 339)

A. E. S.

NYMPSFIELD REGIONAL COMPETITIONS

THESE were held at the Bristol Gliding Club during two consecutive week-ends, and counted as B.G.A. Qualifying Competitions with a rating of 50%.

On the first SATURDAY, JUNE 30TH, the task was 65 miles to Lasham, then 60 to Henstridge, then free distance beyond. There was a good deal of overcast after Lasham, but P. Martin said the grey cumulus beneath it worked, and later the overcast itself worked under its darker patches. Without bonuses, 368 points could be earned to Lasham and 840 to Henstridge. C. J. Pennycuick in the Cambridge Swallow won the day with a landing at Henstridge plus bonus. Tony Gaze came next with 990 points, and P. Martin third with 920.

Next day the met. men, Tom Bradbury and Peter Wickham, said the air would not become unstable before 3.30 p.m., so the day was scrubbed.

We missed the second week-end, when the leading results were:

JULY 7TH.—Out-and-return Henstridge: F. A. O. Gaze, 1,000 points; E. J. Chubb, 921; P. Philpot, 820.

JULY 8TH.—Triangle via Bicester and Benson; F. A. O. Gaze, 1,000 points; R. A. Sandford, 955; D. M. Riddell, 910.

Doug Jones, Dennis Corrick and Bob Perrott set the tasks.

Tony Gaze of Bristol Club was the overall winner, followed by Mike Riddell and Mike Bird of London Club and John Daniell and F. R. Philpot of Bristol.

A. E. S.

NYMPSFIELD GLIDING COMPETITIONS: FINAL RESULTS

Final Pos'n.	*Pilot or Pilots*	*Sailplane*	*Comp. No.*	*Date (June or July)* 30*th*	7*th*	8*th*	*Total Points*
1.	F. A. O. Gaze	Ka-6	210	990	1,000	1,000	2,990
2.	D. M. Riddell	Skylark 3F	173	840		910	
	M. Bird				733		2,583
3.	J. G. B. Daniell	Skylark 2	81	780		732	
	F. R. Philpot				820		2,332
4.	P. D. Kevan	Olympia	403	880	726	629	2,235
5.	A. W. G. Saint	Skylark 3F	180	800		640	
	T. Pentelow				744		2,184
6.	R. A. Sandford	Olympia 2	242	640	540	955	2,135
7.	C. J. Pennycuick	Swallow	125	1,000	550		
	R. S. Waller					380	1,930
8.	R. H. Perrott	Skylark 2C	33	460			
	E. J. Chubb				921	326	1,707
9.	K. Moseley	Olympia 2	108		0	251	
	P. Martin			920			1,195
10.	J. Costin	Olympia 2	92	670		332	
	G. B. H. Collinsplatt				38		1,040
11.	S. T. Soames	Olympia 2	135	430	0		
	A. Macdonald					356	786
12.	R. Ludgate	Olympia 2	154	470	–	–	470
13.	D. J. Dobson	Weihe	214	400		–	
	E. A. Hull				0		400
14.	M. I. Gee	Skylark 3B	20	368	–	–	368
15.	R. H. Prestwich	Skylark 3B	67	360	–	–	360
16.	R. Neep	Skylark 3B	176	0		277	
	D. Sadler						277
17.	C. D. Wales	Skylark 2	78	0		0	
	J. Stuart-Menteth				0		0

Gliding Certificates

DIAMOND FOR DISTANCE

No.	*Name*	*Club*	*Date*
1/13	F. D. Lane	Phoenix R.A.F. Gliding Club	1.6.62

DIAMOND FOR ALTITUDE

No.	*Name*	*Place*	*Date*
3/31	I. Dunkley	Los Angeles, U.S.A.	20.5.62

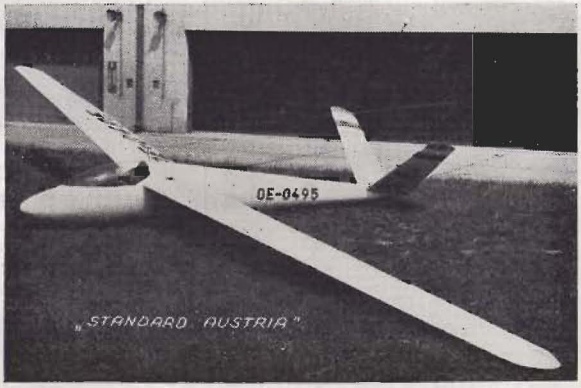
DIAMONDS FOR GOAL FLIGHT

No.	*Name*	*Club*	*Date*
2/109	J. B. Brenner	Cambridge University Gliding Club	14.4.62
2/110	G. W. Mackworth-Young	Army Gliding Club	3.6.62
2/111	F. G. Irving	Imperial College Gliding Club	3.6.62
2/112	G. T. Collins	Cornish Gliding & Flying Club	16.6.62
2/113	R. A. Dunn	Wessex R.A.F. Gliding Club	3.6.62

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2/114	P. E. Dawson	East Anglian R.A.F. Gliding Club	17.6.62
2/115	P. W. James	Cambridge University Gliding Club	22.6.62
2/116	C. J. Pennycuick	Cambridge University Gliding Club	25.6.62
2/117	J. Fielden	Devon & Somerset Gliding Club	3.6.62
2/118	F. B. Reilly	Moonrakers R.A.F. Gliding Club	8.7.62

GOLD C CERTIFICATE

No.	*Name*	*Club*	*Completed*
96	G. T. Collins	Cornish Gliding & Flying Club	16.6.62
97	P. W. James	Cambridge University Gliding Club	22.6.62
98	F. B. Reilly	Moonrakers R.A.F. Gliding Club	8.7.62

GOLD C HEIGHT LEGS

Name	*Club*	*Date*
G. L. Pratt	Cambridge University Gliding Club	24.5.62
I. Dunkley	Los Angeles, U.S.A.	20.5.62
N. A. Wilkinson	R.A.F., Germany	12.8.61
J. M. Firth	Cambridge University Gliding Club	24.5.62

GOLD C DISTANCE LEGS

Name	*Club*	*Date*
J. B. Brenner	Cambridge University Gliding Club	14.4.62
G. W. Mackworth-Young	Army Gliding Club	3.6.62
A. Somerville	Geilenkirchen R.A.F. Gliding Club	1.6.62
P. E. Dawson	East Anglian R.A.F. Gliding Club	17.6.62
C. J. Pennycuick	Cambridge University Gliding Club	25.6.62
J. Fielden	Devon & Somerset Gliding Club	3.6.62

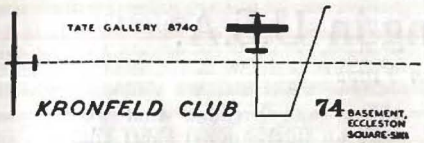
SILVER C CERTIFICATES

No.	*Name*	*Club*	*Completed*
1141	R. A. Walker	Surrey Gliding Club	7.6.62
1142	V. B. Hearn	Coventry Gliding Club	9.6.62
1143	S. B. Mead	Laarbruch R.A.F. Gliding Club	1.6.62
1144	S. W. Hickson	Perkins Gliding Club	31.5.62
1145	D. Heyhurst	Cambridge University Gliding Club	5.6.62
1146	J. Osborne	Heron Royal Naval Gliding Club	24.3.62
1147	D. L. Parslow	Phoenix R.A.F. Gliding Club	9.6.62
1148	R. C. Taylor	Perkins Gliding Club	9.6.62
1149	A. Pickles	Surrey Gliding Club	16.6.62
1150	B. J. F. Hartness	Yorkshire Gliding Club	16.6.62
1151	W. H. W. Inman	Midland Gliding Club	6.4.62
1152	R. R. Goodbody	Windrushers R.A.F. Gliding Club	17.6.62
1153	R. C. Haddon	Cambridge University Gliding Club	9.6.62
1154	J. R. Hodsman	Yorkshire Gliding Club	16.6.62
1155	P. A. Cooper	Moonrakers R.A.F. Gliding Club	4.6.62
1156	A. J. W. Whitaker	Empire Test Pilots' School	7.6.62
1157	A. R. Caveen	Midland Gliding Club	13.3.62
1158	P. S. Garnett	Surrey Gliding Club	30.5.62
1159	A. H. Whiffen	East Anglian R.A.F. Gliding Club	23.6.62
1160	A. Smallwood	Yorkshire Gliding Club	11.6.62
1161	T. Glossop	East Anglian R.A.F. Gliding Club	23.6.62
1162	G. H. N. Mealing	Bristol Gliding Club	1.6.62
1163	J. Warter	Bristol Gliding Club	16.6.62
1164	A. H. G. St. Pierre	Laarbruch R.A.F. Gliding Club	20.4.62
1165	I. Dunkley	Los Angeles, U.S.A.	6.3.62
1166	K. N. Owen	Coventry Gliding Club	16.6.62
1167	P. J. Brittan	Empire Test Pilots' School	10.6.62
1168	C. R. Newnes	Empire Test Pilots' School	8.6.62
1169	G. G. D. Burton	Norfolk & Norwich Gliding Club	23.6.62
1170	A. R. Marshall	London Gliding Club	30.6.62

1171	M. S. Romrig	East Midlands R.A.F. Gliding Club	23.6.62
1172	R. T. Frogney	Windrushers R.A.F. Gliding Club	29.6.62
1173	A. Pengelly	Fenland R.A.F. Gliding Club	23.6.62
1174	M. J. Mantripp	Moonrakers R.A.F. Gliding Club	16.6.62
1175	R. M. Neill	Midland Gliding Club	16.6.62
1176	J. M. Denham-Till	Surrey Gliding Club	26.6.62
1177	A. F. Casbon	Perkins Gliding Club	16.6.62
1178	L. J. Seymour	London Gliding Club	17.6.62
1179	B. B. Lawrence	Surrey Gliding Club	7.7.62
1180	F. Rawlings	Oxford Gliding Club	8.7.62
1181	D. G. Clark	Cambrdge University Gliding Club	25.6.62
1182	P. D. Lea	Four Counties R.A.F. Gliding Club	8.6.62
1183	H. Britten	Northamptonshire Gliding Club	8.7.62
1184	E. R. Boyle	Derbyshire & Lancashire Gliding Club	8.7.62
1185	R. G. Simpson	Oxford Gliding Club	8.7.62
1186	W. C. Swift	Surrey Gliding Club	7.7.62
1187	N. L. Bailey	East Yorkshire R.A.F. Gliding Club	20.7.62
1188	D. J. Crabb	Kent Gliding Club	22.7.62
1189	J. R. Garrood	Cambridge University Gliding Club	2.8.61
1190	J. E. Heeson	Surrey Gliding Club	7.7.62
1191	C. Mingo	Imperial College Gliding Club	8.7.62
1192	L. G. Crabb	Kent Gliding Club	21.7.62
1193	J. G. Ridall	Derbyshire & Lancashire Gliding Club	16.6.62

C CERTIFICATES

Name	*Gliding Club or A.T.C. School*	*Name*	*Gliding Club or A.T.C. School*	*Name*	*Gliding Club or A.T.C. School*
D. J. Conolly	Kent	M. P. Wilson	Kent	J. Sawy	Derbyshire & Lancashire
G. Jones	Surrey	L. Matcher	613 G.S.		
B. Keogh	Swindon	W. M. Alexander	Cambridge	R. J. Martin	Imperial Coll.
W. K. Cramer	Kent	B. Sharp	Condor	J. Rochfort	633 G.S.
L. A. E. Papworth	Cranwell	R. W. Morris	614 G.S.	A. D. Lardeur	London
G. M. Cooper	B.E.A.	R. Partridge	Midland	L. E. Hornby	Coventry
D. S. Guttridge	Doncaster	P. F. James	West Wales	J. R. McDonald	Coventry
L. E. Beer	Chilterns	G. F. Brook	Derbyshire & Lancashire	A. A. Smith	Chilterns
J. Swallow	Swindon			K. W. Hornby	Coventry
J. J. Wilks	Surrey	J. Hughes	South Wales	D. R. Wilcox	Northamptons
G. Snell	Red Hand	M. R. H. Alden	B.E.A.	F. W. Foy	Coventry
N. A. Pealing	Fenland	H. J. Shaw	Laarbruch	C. H. Yates	633 G.S.
J. R. G. Furnell	Leighton Pk.	W. C. Mackison	Empire Test Pilots	K. F. S. Chard	Surrey
H. G. Smith	Crown Agents			D. J. Candler	London
F. C. Bass	Laarbruch	A. W. Roberts	Midland	M. J. Colborne	Swindon
J. Welsh	Laarburch	J. D. Rich	Midland	H. A. Leek	Chilterns
M. R. Yule	Cranwell	H. I. Jones	West Wales	J. W. McClenahan	Cambridge
G. M. Bulmer	Cambridge	P. J. Fawcett	Crown Agents	A. E. Burgess	Windrushers
C. A. H. C. Ogilvie	Crown Agents	G. Harvey	Coventry	J. W. Hardie	Windrushers
P. Shrosbree	Windrushers	D. R. Hodeson	Fenland	G. Iley	Red Hand
R. A. Orton	Derbyshire & Lancashire	M. N. Bishop	Essex	D. L. G. Watkins	616 G.S.
		A. E. R. Kingston	Laarbruch	K.S.F.Mackintosh	616 G.S.
J. A. Green	Yorkshire	J. F. Bowles	Perkins	B. E. Sinden	Condor
S. A. M. Thornley	Cambridge	S. F. Kingswood	Midland	A. J. Marshall	Nimbus
I. G. Sims	Cambridge	A. R. Williams	635 G.S.	D. K. Souper	Norfolk
K. Rathbone	Derbyshire & Lancashire	P. J. Dunmore	Northamptons	R. J. Harrison	Windrushers
		G. W. Downs	Scottish	A. K. Edgar	R. A. E.
M. J. Kerley	Windrushers	G. Edwards	631 G.S.	R. Boyce	Cranwell
C. S. Hall	Surrey	O. J. Lee	Cambridge	P. E. Corbett	Hawkinge
W. E. Cresse	East Anglian	F. J. Gosling	Swindon	N. McHarrie	Kent
D. H. Roberts	South Wales	C. Lawson	Aberdeen	M. A. Gates	Surrey
P. Davies	Swindon	D. W. Hart	635 G.S.	A. P. Ferguson	631 G.S.
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A. C. Taylor	Oxford	J. W. Pye	Surrey	C. M. Schwertz	Cambridge
J. H. D. Thomas	West Wales	A. L. Oatham	Windrushers	A. Wharam	Cambridge
R. F. Holland	Cambridge	G. F. Spittal	633 G.S.	T. H. F. Delap	Laarbruch
E. A. le Baigue	Fenland	W. I. Kyte	Moonrakers	R. L. Fortescue	Cambridge
C. E. Penn	Army	J. S. Hoyle	Windrushers	R. A. Davis	Cornish
P. R. Cheeseman	Army	S. G. Hope	Chilterns	K. J. Byatt	B.E.A.
D. H. Jackson	Cranwell	R. N. P. Dawnay	Windrushers	S. G. Simpson	Windrushers



THERE is still time to get your ticket (single 30s., double 55s.) for our Annual Dinner and Dance, being held at the Eccleston Hotel on Friday, 5th October. Dinner 7 for 7.30 p.m. (the Club will be open from 6.30 p.m.) Dancing until 1 a.m. to a trio provided by Bill Savill, whose band has been so popular at recent B.G.A. balls.

Group-Captain and Mrs. Goodbody and Colonel and Mrs. Preston are the principal guests. We hope to make this quite an occasion, as the date almost coincides with the 40th Anniversary of gliding in this country—the Itford Hill Competition in October, 1922. All glider pilots as well as club members, and of course their guests, are welcome.

October 5th is also the opening of the Annual Photograph Exhibition, which continues until the 12th. During the exhibition on Wednesday 10th we will be having a talk by J. Joxall of FLIGHT on "Photography".

Entry forms for the Fifth Art Exhibition at the club have to be in by 31st October. The exhibition is to be opened by the Rt. Hon. the Lord Brabazon of Tara at 8 p.m. on 14th November, admission 2s. The competition will be judged by Roy Nockolds and David Shepherd, of the Society of Aviation Artists. The following Wednesday, 21st, at 8 p.m., there will be a lecture on "Line and Colour".

The exhibition remains open to the public on weekdays only from 7 p.m. to 10 p.m. until Friday, 23rd November. Make a note of these dates as the exhibition is well worth a visit, and many of the oil and watercolour paintings and drawings are offered for sale at reasonable prices, and they cover both flying and gliding.

Wednesday, 17th October, is also particularly worth noting—on that evening "Doc" Slater, who was present at the first competition at Itford Hill, will give a talk illustrated by a lot of the original photos taken at the meeting. He also hopes to be able to bring along one or two of the others who were present.

Visitors and new members are always welcome at the club. The annual subscription is 20s.

Y. C. B.

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Sept. 26. "Victory at Sea." First films of the famous series.
Oct. 3. Travel by film to Ceylon and South America.
„ 10. The Photographic Exhibition and talk on Photography.
„ 17. 40th Anniversary of First Gliding Competition at Itford Hill, 1922. Dr. A. E. Slater and others.
„ 24. "Victory at Sea" film and club A.G.M.
„ 31. "The History of the Royal Aero Club," by Colonel R. L. Preston, C.B.E.
Nov. 7. "Paratroop Operations in the Mountains of the Oman," by Brig. Tony Deane-Drummond.
„ 14. Opening of the 1962 Aeronautical Art Exhibition by Lord Brabazon of Tara.
„ 21. "Line and Colour," a talk for artists. The Exhibition continues.

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Some Gliding in U.S.A.

by Alan Yates

A SCHOLARSHIP to study technical education from the English-Speaking Union took me to the U.S.A. for nine weeks in the spring of 1962. I wanted to visit schools and colleges of all kinds for the 16-20 age group and, as the E.S.U. said, these can be seen in all parts of America. Well, I said, I hear that the Elmira district of New York State, Texas and California are especially good. The E.S.U. eyebrow was raised. Clearly I knew more about American education than they did. (I nearly spoilt it by resisting a visit to Boston because it was too near the sea.)

I visited more than 55 schools and colleges and was received everywhere with the utmost friendliness and co-operation, but I arranged to spend every week-end with gliding friends. It was early in the season at Elmira, but at least I was airborne at this famous home of soaring. How well do Paul, Will and Ernie Schweizer combine the production of sailplanes, the running of a gliding school and the offering of hospitality to pilots from all over the world.

After visiting Professor Robert Long at Baltimore, where I gave a lecture at John Hopkins University on "The contribution of gliding to our knowledge of atmospheric convection", I stayed in Washington with Floyd Sweet and met again the gliding veteran Ralph Barnaby. I have a helicopter tow in my log-book but he was once launched by being dropped from an airship!

At Colorado Springs, where I visited the fabulous U.S.A.F. Academy, Captain Wally Leland and Dave Johnson were my hosts. Flying was confined to Wally's Cessna, but the wind coming over the Rockies filled the sky with lenticulars and the gliding planned for this area will surely be exciting. I arrived in Los Angeles on Good Friday to be met by John Graves and his wife and was driven to stay with Bruce Carmichael on the coast south of Los Angeles. All of these friends work in aviation and fly gliders for fun but use their technical knowledge to help gliding by writing regularly papers for OSTIV. I think it surprised many in U.S.A. and England that gliding was such an international sport that a visiting Englishman should find friends so widely in U.S.A. I was able to spend 2½ hours in Bruce's Schweizer 1-26 over the Santa Ana mountains around Elsinore. The next week-end I visited San Francisco and telephoned Fred Matteson —another friend of OSTIV. We spent the Sunday at Fremont Skysailing, where a two-day meet was in progress. Almost the first person I met was Valerie Crown, of Dunstable, who is working in Palo Alto. Later Fred and I drove over to Livermore to see Ted Nelson and his famous Hummingbird sailplanes with neatly retractable engine.

Texas was obviously a must and, after a day at the University of Arizona at Tucson visiting Peter Sinclair, who is doing research with a sailplane into dust devils, I reached Odessa. Having read how Philip and Kitty Wills enjoyed the "Western Sands Motel", I decided to stay there. On the very day I arrived they were changing their name to "The Palms Motel" (a preposterous name in this brown desert). The manager was dismayed when I told him that Wills had publicised "Western Sands" all over the world, but, he said, the palms had been ordered and, sure enough, several 60 ft. palms arrived by road that night and were planted.

Al Parker's West Texas Soaring School now has Brian Masters of Lasham as Manager and it was good to see Brian and Jean Masters and to meet again Alex and Dita Aldott, the acro-

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batic dancers who performed so superbly at the B.G.A. Ball a few years ago. Alex showed me his log-book from Dunstable in which I had written in 1953, "Ready for solo". He said it was almost the only encouraging remark in his log-book at that time. He was now living in U.S.A. and visiting Odessa seeking his third, 500-km. Diamond.

My ambition was merely a 300-km. flight to complete my Gold. I went away in the club 1-26 on both Saturday and Sunday, but covered only 130 miles and then 160 miles. Thermals after midday were good, cloudbase fantastic, and I reached 14,000 ft. on Saturday and 18,000 ft. on Sunday wtthout going into cloud. Each day, however, the thunderstorms quickly killed convection and I failed in my task—but thoroughly enjoyed such wonderful flying conditions. Landings were tricky because of the ubiquitous Mesquite bush. I landed on Saturday on a track up to a ranch. (The 82-year-old owner in an aircooled Cadillac complained that Kennedy was ruining him by taking his land for irrigation schemes: it was lucky he still had his 140 oil wells!) On Sunday I landed on a State highway, choosing a gap in the cars and, of course, keeping to the right. The retrieves were interesting. Brian had to halt because a dust storm reduced visibility to zero and on the way home we ran over several rattlesnakes which had crawled on to the warm road for comfort. Al Parker's retrieve on the Sunday was most efficient—but so is everything Al does, I suspect.

On to Dallas where I stayed a week with Dick and Alice Johnson. Not content with his world-distance record, Dick has built his new Adastra with two seats. Since it came to Cologne in 1960 it has had major alterations and I was able to help him rig it for a test flight after new ailerons had been fitted. What a hospitable crowd these Texas people are! Al Parker and Dick lent me their cars for my official visits, and Marion Griffith, a Braniff Airline and Gold Badge pilot, even offered me a light plane for visiting. It was good to meet again in Dallas Jon and Mary Carsey and E. J. Reeves, who have done so much for Texas gliding.

My last week-end in New York was sunny. Emile Lehecka, who helped Wolf Hirth in his famous soaring flight over the roofs of New York and who now teaches at the Aviation High School, took me out to Wurtsboro', the lovely soaring site 70 miles away near the Catskill Mountains. Here was a typical American site with about eight light planes and a similar number of sailplanes which included the one and only HP-8 in which Dick Schreder set up the world-record triangles. With only a small amount of time for gliding, I was very happy to see so many old friends and to make many new ones—the strength of American hospitality exceeds even that of their thermals.

Cambridge Club's Hundredth Silver C

by Ken Machin

ON June 27th, 1962, Roger Holland of Emmanuel College completed his Silver C with a goal flight from the Long Mynd to Stratford. He thus became the Cambridge University Gliding Club's hundredth Silver C. Such an occasion seems to call for a little reminiscing and a little trumpet-blowing. Although I don't quite qualify as the Oldest Inhabitant—I only remember ninety-three of the hundred—I propose to do both.

The club's first Silver C (so an old and yellowing copy of SAILPLANE AND GLIDER in the University Library records) was gained by John Simpson on September 2nd, 1937. In the club's Notable Flights book is a photograph of John in the club Kite; it must be sadly recorded that he looked younger then than now. All those years at L*sh*m have taken their toll. But at least the club doesn't seem to have changed: the account of John's flight concludes ". . . and approached over the houses with the lighthouse keeper looking down on me."

Just after the war the club's soaring aircraft were an Olympia and the resuscitated, rejuvenated, yet still rather tired Cambridge I. This ancient craft had seven Silver legs to its credit when it



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P.8205

expired (to the great relief of the Technical Committee) in 1952. In the Olympia, the first-ever cross-country in multiple waves brought David Carrow his Silver C in 1949; the same aircraft brought the thrill of their young lives to the girls of St. Felix's School, Southwold, in the person of Chris Staffurth finishing his Silver C on their cricket pitch.

Traditional methods of getting Silver C legs were often eschewed by Cambridge Club members. Thus Ken Machin and David Clayton did their five-hour flights on the Clwyds and the Malverns respectively; George Whitfield got his height in the east wind wave at the Mynd on the first day on which it was discovered, while Ron Rutherford did his distance with an out-and-return from Cambridge to Dunstable. After first being rejected, this flight was finally accepted as a trip from Dunstable to Cambridge; Ron was observed by the London Club, and was deemed to have started from there. But for sheer persistent eccentricity, the prize must go to John Deas, who did all three legs in an aged Tutor which was kept for amusement only.

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Now for the trumpet-blowing—and a challenge. For the last 25 years, the Cambridge University Gliding Club has been steadily collecting 8½% of all British Silver C's. We now have over a hundred, 96% of all the legs being done in club aircraft. Can any club beat this?

NORTHERN REGIONAL COMPETITIONS

by A. E. Slater

VISITING pilots came to join those of the Derbyshire and Lancashire Club at Camphill from 13 other clubs: Arbroath and Portsmouth Naval Clubs, Army, Cambridge University, College of Aeronautics, Doncaster, Handley Page, London, Midland, N.A.E., Scottish G.U., Surrey and Yorkshire. Only 7 of the 23 entries included pilots who flew at the same contest last year, but among them were Humphry Dimock and Mike Bird, who repeated their exciting struggle for the lead.

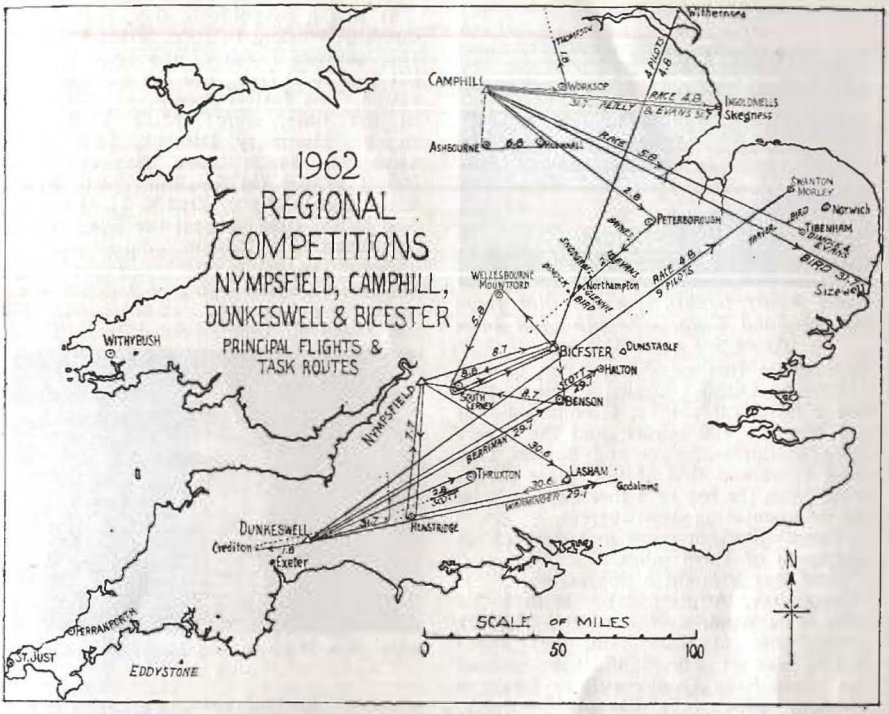
In both years, Mike reached top place on the second day and stayed there, while Humphry rapidly caught up on him towards the end. But history did not quite repeat itself. Last year Humphry finally overtook Mike by 19 points; this year he failed to do so by only 1 point.

SUNDAY, JULY 29TH.—A 78-mile out-and-return race across the wind direction was set, but only Dimock got as far as the turning-point and eight others scored. An overcast sky, which almost covered the British Isles, cleared temporarily between 4.30 and 5.15 p.m. (in Devonshire it cleared between noon and 3 p.m.).

On Monday the weather was impossible till the evening.

TUESDAY, JULY 31ST.—Free distance was set in a 20-knot wind from due west. A cold front had cleared all England except the south-east, Peter Wickham said at the met. briefing. The longest distance of the meeting was done on this day by Mike Bird with 161 miles to the Sizewell atomic power station on the Suffolk coast, where he had to fly round an enormous crane to reach his landing spot. Cecil Reilly of the Midland Club and Major Evans of the Army reached Skegness, 86 miles.

Stratocumulus gave way to irregular cumuliform cloud which nearly filled the sky till "showers and bright intervals" supervened in the afternoon. A "gaggle" left the site at 1.5 p.m., and others followed later. Most found it difficult at first, except those who got into cloud right away; but, at about



10 miles out, Dimock was down to 500 ft. a.s.l. and Bird to 400 ft. above ground. All agreed that thermals improved to the east. Bird, on reaching 6,000 ft. over Coningsby, found he was high enough to glide round The Wash, but Reilly said he did not realise he could go further south because of the way his map was folded.

Altogether 20 got away and 12 exceeded the 15 miles need to score, and 728 miles were flown. Mike Bird, with 188 points in two days, took the lead from Humphry Dimock, who sank to 3rd place with 108, while the Yorkshire Skylark 4 reached 2nd place with 116.

WEDNESDAY, AUGUST 1ST.—The task was 28 miles east to Worksop aerodrome, then distance along a line N. by W. through Berwick-on-Tweed. A 15-knot wind from W. by N. was forecast. There was much stratocumulus, with some cumulus below.

The four top places in the day's markings were secured with machines of inferior performance, the one with the biggest bonus doing best; not only that, but they would have taken the same positions even without their bonuses. Angus Thompson made the greatest distance (44 miles) with a Gull 4 (20% bonus); next in order came Glennie and Seth-Smith, each with a Skylark 2, and Reilly with an Olympia 463.

Everyone got away, and total distance was 653 miles.

THURSDAY, AUGUST 2ND.—Task: flight to a turning-point at Peterborough, 79 miles S.E., then distance along a line S.W. through Dunkeswell. Someone discovered this line also passed through Eddystone lighthouse. Wind S.W. by W., 10 knots at 3,000 ft. There was a good deal of medium-height cloud, and rain had soaked the ground in the night.

Six pilots rounded the turning-point fairly easily, though there was 2½ hours' scatter in their times of doing so. Nevertheless, all were eventually brought down in the region around Northampton. Mike



Cecil Reilly (right), a competitor from the Midland Club, where he has been flying for over 25 years.

Bird made furthest distance on course, 118 miles; Dimock landed a mile further but 2 miles off course; Glennie's bonus got him the 100 points; and the others were Snodgrass, Evans and Baynes. One pilot remarked that if you glide across wind from the top of a thermal you miss the compensating downcurrent.

Twenty-one got away and covered an aggregate of 1,096 miles.

Next day brought a depression.

SATURDAY, AUGUST 4TH.—With a 30-knot west wind, a race to the Norfolk Club's site at Tibenham, 135 miles E.S.E., was set. This would have crossed the route from Dunkeswell to Swanton Morley, which the Devonshire task-



Walter Neumark's latest model — of what?

setters had decided on for a race. However, the wind backed somewhat towards south and increased, so Ingoldmells, the airfield for Skegness, 86 miles just S. of E., was substituted as the goal.

It was a magnificent day, with 2-3/8 cumulus tending to form streets, though they pointed north of the goal. Typical lift was 10 ft./sec., but the air was very rough. The fastest speeds, as calculated at the time, were: Mike Bird, 70.7 m.p.h.; Humphry Dimock, 58.6; J. J. Goddard, 54.25; Alec Baynes, 52.7; Stuart Waller (in Swallow), 50.0. Bird's speed was later corrected to 71.34 m.p.h., and in any case he beat the U.K. record for speed to a 100-km. goal.

Seventeen pilots reached Ingoldmells, the slowest speed being 26.9 m.p.h. (i.e., slower than the wind); of three who did not reach it, one emerged from cloud



Mrs. Ben Watson and daughter with the club cat.

south of the Humber and mistook it for The Wash, so crossed to the other side.

SUNDAY, AUGUST 5TH.—Tibenham was at last set for a race, with a 20-25 knot following wind. Dimock won, but the only other pilot to get there was Major Evans. Tarver and Bird did not quite make it. Evans said he got a thermal over each of the rivers debouching into The Wash.

Mike Bird, without speed points, scored 35 to Humphry Dimock's 100, and his lead was thereby reduced from 80 to 15. Total distance for the day: 1,278 miles.

MONDAY, AUGUST 6TH, being prize-giving day, a short triangular race of 70 miles was set via Hucknall and Ashbourne. Alto-cumulus was a nuisance, and by 1 p.m. had covered the sky at Camphill. Nobody got round; Dimock and Tarver reached Ashbourne, Tarver's bonus getting him the 100 points, so Dimock got 92. Bird landed south of the second leg and earned 78, so his lead was reduced to one point, but it was enough to secure him the Peak Trophy.

NORTHERN GLIDING COMPETITIONS: FINAL RESULTS

Final Place	Pilot or Pilots	Date (July or August) 29th	31st	1st	2nd	4th	5th	6th	Total Points	Sailplane	Bonus	Comp. No.
1.	M. Bird	88	100	29	97	100	35	78	527	Skylark 3F		173
2.	H. R. Dimock	100	8	48	97	81	100	92	526	Skylark 4		228
3.	J. A. Evans	—	49	—	78	—	70	—				
	J. F. Goddard	—	—	39	—	75	—	38	349	Skylark 3F		190
4	C. A. Reilly	0	54	58	—	29	—	—				
	I. Tarver	0	—	—	32	—	37	100	310	Olympia 463	10%	48
5.	R. C. Pick	88	—	48	—	67	—	—				
	J. Reussner	—	28	—	0	—	9	—				
	D. Hill	—	—	—	—	—	—	68	308	Skylark 4		98
6.	R. E. Stothard	83	—	42	—	66	—	—				
	R. Wilkin	—	0	—	0	—	21	64	276	Skylark 2	10%	202
7.	D. C. Snodgrass	0	32	52	89	37	3	59	272	Skylark 3F		168
8.	M. P. Seth-Smith	50	17	74	2	57	13	41	254	Skylark 2	10%	111
9.	G. A. Glennie	0	0	78	100	66	0	—	244	Skylark 2	10%	152
10.	B. Thomas	94	—	39	—	68	—	—				
	J. Tweedy	—	0	—	25	—	—	—	226	Sky		71
11.	G. A. Thompson	0	0	100	19	73	24	—	216	Gull 4	20%	34
12.	C. J. Pennycuick	40	—	—	58	—	—	—				
	R. S. Waller	—	19	—	—	84	—	—				
	A. A. Cruickshank	—	—	0	—	—	10	0	211	Swallow	20%	125
13.	A. H. Baynes	0	0	48	69	73	0	—	190	Skylark 3B		37
14.	T. P. Docherty	77	14	16	42	—	25	0	174	Olympia 2	20%	215
15.	P. V. Grime	55	0	6	35	65	5	0	166	Skylark 1	10%	234
16.	J. H. Blackmore	0	0	45	0	66	25	11	147	Olympia 2	20%	212
17.	P. Pozerskis	0	0	13	0	69	12	41	135	Eagle 3	10%	159
18.	B. B. C. Watson	0	1	0	0	53	7	41	102	Sky		46
19.	G. Wass	—	8	3	5	66	7	0	89	Skylark 3B		101
20.	J. Tarr	0	0	10	0	49	—	—				
	L. Muncaster	—	—	—	—	—	0	—	59	Skylark 3F		45
21.	P. Newmark	0	—	42	—	—	—	—				
	J. Newmark	—	8	—	1	—	—	—	51	Skylark 2	10%	83
22.	B. G. Gunter	—	0	—	0	33	7	0				
	T. J. Thomas	0	—	0	—	—	—	—	40	Skylark 2	10%	105
23.	M. T. Caiger	0	—	16	—	—	8	—				
	J. B. B. Johnston	—	0	—	0	—	—	—	24	Olympia 2	20%	201

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

A LECTURE TO ATTEND

ON Tuesday, October 16th, Frank Irving, of Imperial College's Department of Aeronautics, is lecturing on "Glider Development Since the War" to the Royal Aeronautical Society at the Society's lecture room at 4 Hamilton Place, London, W.1, starting at 6 p.m.

Non-members may attend, space permitting, by applying for tickets from the Society at the above address, by post or telephone (Grosvenor 3515/6).

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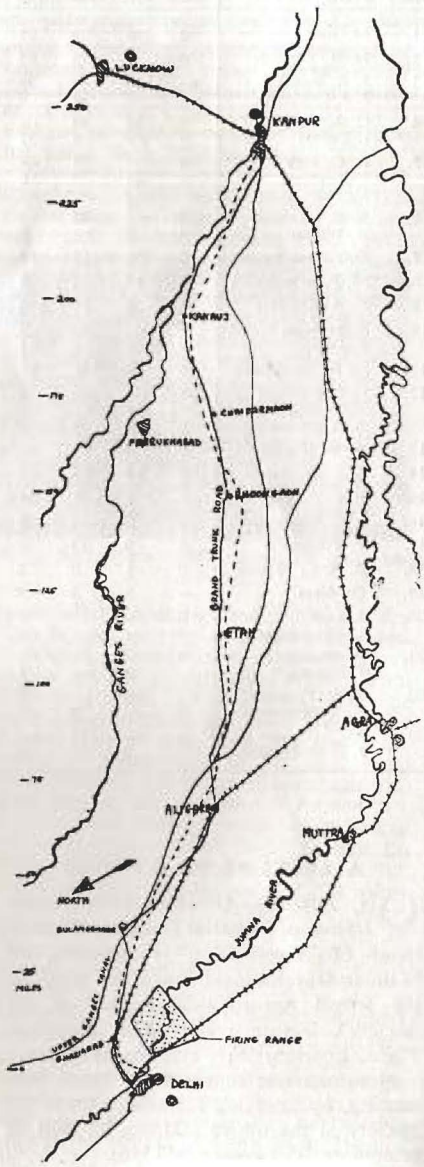
Goal Flight Record down the Ganges Valley

by Vishwa Bandhu Gupta

LOOKING through the Aero Club of India's roll of honour, I discovered that no records in the two-seater category were registered with them. So I decided to take a crack at it and found a willing companion in Rajinder Pal Singh. Since he lived next to the Airport he was assigned the arduous task of getting the met. information and filing the flight plan.

After a few weeks of impatiently watching dust storms, rain and wind, the morning of 15th May appeared reasonably clear to attempt a distance flight. Surface winds were around 10 knots, but the upper winds were predicted to be stronger with some possibility of cumulus formation in the afternoon. The first good airport beyond 200 miles from Delhi in the downwind direction is Kanpur, and I declared it as the goal.

The take-off was a little delayed, due to flight plan clearance, and we got a winch launch to 300 metres from Safdarjung in the Club's Ka-7 at 11.15 a.m. According to the original plan we should have been airborne by 10 a.m. Luckily lift was available immediately and I climbed at 1 m./sec. reaching 800 m. in the first thermal. We had decided not to set course below 1,000 m. in order to avoid the possibility of landing across the river Jumna if no lift was encountered. We could not fly on track to start with and had to fly across to Ghaziabad so as to avoid low-flying jets on the Tilpat firing range. The backtracking in the early part of the day did not seem unpleasant, although valuable time was wasted. I headed straight east to reach the railway line for turning to Kanpur. Height was lost as we flew through sink, but lift was encountered by turning upwind towards Ghaziabad railway station and we began to climb, reaching 1,000 m. again. It was now 12 o'clock and we were at 1,300 m. in the next thermal. We were now following the railway line, keeping it slightly to the right by staying between it and the Upper Ganges Canal. As the better part of the day approached, we decided not to use all the thermals we hit by flying slow



during lift up to 1 m./sec. Bullandshahar was spotted on our left and we seemed to be making progress in spite of cross-winds.

The watch indicated 1 p.m. and we were climbing in 1 m./sec. lift to 3,000 m. Small cumulus formation appeared on the horizon a little above our level, so we decided to alter course, more in line with Aligarh, our next check point. After flying for 15 minutes at 100 k.p.h. we climbed in tight turns under the developing cumulus. The lift increased to 4.5 m./sec. as we passed 3,000 m.

We had now reached the hazy part of the lower layer of cloud and the visibility dropped considerably. We continued to climb and reached the highest point of 3,700 m. (11,500 feet) in this flight. We continued to circle in the hope of adding some more to this height record for two-seaters, but there was nothing left under that cloud. We do not have oxygen, so could not enter cloud. The time was now 1.30 and we had travelled only 80 miles from Delhi. We therefore decided to try to cover as much distance as possible before 3.30, so with stick forward we reached Aligarh at 1.45. The town provided another good thermal and we climbed to 3,500 m.

The visibility was getting worse now, due to suspended dust, and it was becoming difficult to see the ground clearly. But lift was plentiful and we could make good progress towards the goal. It appeared that the best course was to stay between 2,000 and 3,000 m., where the average lift was maximum. As we reached Bhoongaon and the road turns away from the track to the left, it was 4 p.m. The frequency of thermals had reduced considerably, so we decided to follow the road in case we had to land.

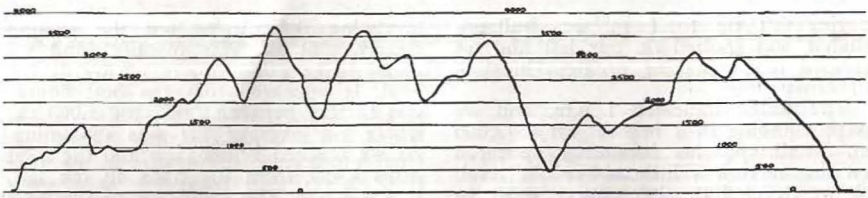
Just beyond Chhibarmaon we hit a large area of heavy sink. The altimeter unwound and we came down to 500 m. This area near Kanauj has the greatest respect and awe for glider pilots, since at least five out of six pilots had reported sudden disappearance of thermals in the vicinity. I had myself been forced down a few miles from Kanauj on a previous Gold C attempt.

At 4.30, with 500 m., when I had given up hope, Pal saw a hawk circling some distance from us. This was my chance, so I joined him with reverence. He proved to be in only a 0.5 m./sec. lift, but it was lift, and I circled patiently and climbed very slowly to 2,000 m., getting out of the dreaded area. Still following the road and flying at 76 k.p.h. for the best gliding angle, we headed straight for the goal.

The time was 5.30 p.m. and there was



Vishwa Bandhu and R. Pal Singh land at Kanpur Airport.



Barograph record of the Indian two-seater goal record flight.

no expectation of encountering lift. Another set of birds were noticed on the way and we spent another 10 minutes circling without gaining more than 100 metres. It was getting darker, there was a lot of haze and visibility was poor. The final glide continued and we could make out the outlines of Kanpur. As we approached the airfield we still had 600 metres in hand and so we joined the circuit and landed at 6.05 p.m. We had set up a National two-seater record distance to goal, 248 miles, and an altitude record of 3,700 metres (12,140 ft.). The Kanpur Control greeted us, inquiring, with some disgust, as to why we were 15 minutes late. With considerable difficulty I tried to explain why we could not keep to an exact time schedule. They then phoned the police to cancel rescue operations.

As all glider pilots know, when the flight is over one is not quite finished. We weren't. The retriever crew, expected at 8 p.m., hadn't arrived by the next morning. So Pal and I managed to get launched and made a try at flying back to Delhi. As luck would have it, at 600 m. we had a 25-knot headwind, gave up and landed back at Kanpur. No crew at noon, so I took the train back to Delhi, a journey longer than my flight. The old jeep, after two breakdowns, and with the glider in tow, finally limped into Delhi three days later.

Aero Tow from Holland

by Peter Wulff and Gil Phillips

LAST October the West Wales Gliding Association received full details from the Aero-Club Royal des Pays-Bas of the two Sky sailplanes advertised for sale in SAILPLANE & GLIDING. After some haggling, our offer of £600, inclusive of aero-tow delivery by the Dutch to Southend, was accepted for Philip Wills's old Sky.

The B.G.A., Southend Municipal Airport and the Customs were notified of this proposal and confirmation received that no import duty would be payable and that the Sky could receive a normal C. of A. renewal after delivery. Although Southend Airport was extremely reluctant to accept the flight into their Special Rules Zone, it was finally arranged that Channel Air Bridge would act as agents and everything was fixed.

The bad weather throughout January and February made it unreasonable to expect delivery, but by March our Auster Tugmaster was in regular service at week-ends, and in final desperation we offered to make our own collection of the Sky from Terlet for £50 off.

This was accepted, and immediately followed by three weeks of really horrible weather, but Saturday, 14th April, came fine and sunny with no wind. By 12.30 we were airborne on the first leg for Lasham, where, lulled by the pleasant weather, an hour was spent over refuelling and chatting.

The leg to Lympne took 1 hr. 10 min., landing at 4.30 p.m., when it was very clear that we had run into a blustering north-easter gusting 30-35 knots.

By the time we had refuelled and cleared Customs there was no hope of reaching Rotterdam before dark against this wind, and neither Calais nor Ostende would accept us without radio. The only alternative was Ghent, highly recommended by the Lympne controller as a

friendly airfield, and to prove a most fortunate choice.

Peter took off at 6.10 p.m. and we were soon in mid-Channel, leaving the sunshine behind, as we went in under a grey overcast with base around 1,500 ft. The north-easter kept us clear of Calais control, to cross the French coast at Ambleteuse and turn on to a direct course between the control zones for Ghent, with a ground speed of barely 50 knots.

Peter had just set a five-minute time limit in the gathering gloom, before going to Ostende as an alternative, when the lights of Ghent appeared and the airfield dead ahead. The two main grass runways converged together at the S.W. end, and although marked with white numbers, in the dusk it was easy to line up on the runway out of wind. The drift was too much, so Peter wisely went round again, and by this time a Land Rover had driven out to indicate the best strip with its lights.

Within minutes the Auster was safely tucked away in the Aero Club hangar, and we were drinking beer with Jackie, the Airport Controller, at the "Derby" Club, while the weather really closed in with driving sleet and low cloud. Gliding types can be sure of wonderful hospitality from Jackie, Michel, Freddie, Paul, Jean and Rudi (C.F.I.) and all members and wives of the Ghent Gliding Club. We got to bed about 2 a.m.

Our "early" night was in vain, as it was gone 10.30 the next morning before anyone surfaced to give us petrol, oil and clearance for Rotterdam.

The wind strength and direction was still the same, and cloud base continuous at 1,500 ft. After 1 hr. 20 min. we crossed the docks and landed at Rotterdam. There was a right-hand circuit in operation, and on the first approach to land alongside the main runway we were given a red and sent round again. The second time we landed on a grass strip short of the main runway and alongside a light aircraft dispersal. We found out later that we were supposed to land on a grass strip the other side of the main terminal apron and along the eastern boundary.

It took only an hour to clear Customs, immigration, change money, refuel and file a flight plan with Control. By great good fortune the Met. Officer was a gliding type and could pinpoint Terlet on our map. So in a state of blissful confidence we took off just after 1 p.m. to follow the Old Rhine to Arnhem. We were then supposed to follow the Apeldoorn road and the Terlet gliding centre would appear on our left between the road and the Deelen military airfield.

We did this twice until we decided to have a closer look at what seemed to be a factory building. This was identified as the club hangar solely by the existence of one glider trailer parked behind it. Nearly a mile away along a sandy track we found two good landing strips forming an "L" marked out in the rough moorland. The strong wind was of course bisecting the angle and Peter made an excellent precautionary approach and landing across the junction of the strips.

We were very hospitably received by Mr. Manting, Director of the Terlet centre, the ground engineer and club members. We found the Sky rigged ready





The Sky at Withybush, still bearing its Dutch registration marks.

to fly and in immaculate condition. As we had bought "less instruments", we had brought an A.S.I. and altimeter with us, and these were quickly mounted in the empty panel, using split pins and locking wire. We signed a receipt for the glider and were given an official declaration of ownership which was intended to get us past Export Control at Rotterdam.

The Sky canopy refused to close on Gil complete with parachute and Irving jacket, so it was pullovers only from there on. We were quickly off without undue difficulty and soon climbed through the rough ground turbulence. Gil found that the Sky needed almost full forward trim on tow. Another unusual feature was the single central steel tube fitted close inside the canopy to act as a jumper in the event of landing into a barbed wire fence.

With the wind now under our tail at last the ground speed seemed unbelievable.

Rotterdam was reached in 40 minutes and the Sky handled beautifully to land short on the proper light aircraft strip. As the dolly wheels were stowed in the Tug, ground handling was not possible. Gil had to sit in and wind-balance the Sky while Peter did all the work of clearing Export, Customs, fuel and control. Then came the first real difficulty of the trip. After an hour, Peter was unable to find anyone who would accept the sale certificate from Terlet and raise a No. 155 (Sale) General Declaration Export Manifest. Peter now stayed to wind-balance the Sky while Gil, who was responsible for glider paper-work, went to have a go. The mobile control van minibus had been completely at our disposal all the time as transportation and the driver/controller acted as guide and general factotum. We are greatly indebted to this unknown gentleman who did so much for us.

After a blank refusal by the officer responsible to clear us without an export manifest, by pure luck our guide intercepted an executive meeting incoming Viscount passengers; although extremely busy, this unknown gentleman listened to our story and the urgency of getting cleared within half-an-hour so we might reach Ghent before dark. An assistant typed out the necessary General Declaration and within minutes we had 16 signed copies for the net sum of £1.

With Gil back in the Sky, Peter could find no one to swing the Auster over at the apron. After rejecting two volunteers who had never swung a prop before, an airline captain resplendent in blue uniform and gold braid was produced and got Peter going. Our wonderful Controller hooked us on, dashed to the van, radioed for clearance, gave the green, held the wingtip and waved us off.

At 7 p.m. we were crossing Rotterdam docks at 500 ft. on course for Ghent. Although 1,000 ft. was again our limit, the flat unobstructed nature of the land always offered a dry polder or island within gliding distance. Ghent passed below within 40 minutes, and by 7.45 p.m. the Sky was safely down on the apron of the main hangar.

The Ghent Gliding Club had waited for us in force, and they had even repacked the whole hangar and kept the

doors open, so we could wheel the Sky and Auster straight in.

Needless to say we were soon enjoying Pils and Twist at the Derby Club. Before leaving, the Chairman and C.F.I. of the Ghent Club offered their Jaskolka for Peter and Gil to fly before departure the next day.

Monday came in with drizzle out of cloud on the tree tops and no wind. Nothing starts before 10 a.m., so we had to wait for the forecast of a belt of rain and low cloud moving slowly N.W. over the Channel from Northern France. There was hope of a local clearance with cloud base rising to 3,000 ft. during the afternoon. By 2.30 p.m. the break appeared, and Peter, who had won the toss, took first tow in the Jaskolka to cloud base at 3,000 ft., Gil getting a similar tow later.

David and Paul laid on a tour of some of the eating and drinking places in Ghent for the evening, but we were back in the Derby in time for the nightly custom of free drinks on the house at midnight.

At last, 10 a.m. Tuesday, we had a favourable forecast: light S.E. wind, ceiling unlimited for the Channel. Peter asked for special clearance to go through Calais control, visual check and radar coverage for our departure to cross the Channel at 4,000 ft. The answer was no, we must cross clear of Calais to the south and maintain 800 ft. in the westbound light aircraft lane.

On course for Calais, we climbed steadily in clear air to 3,500 ft., but as we passed Dixmude, haze increased rapidly until a well-developed coastal cloud front appeared close ahead and Peter had to descend rapidly to below cloud base at 2,500 ft. The Sky, using full brake, managed to follow. The front was continuous all along the coast from Dunkerque to Calais and stretched about 5 miles out to sea. Although Peter tried hard to climb, as we turned over Calais on to the course for Lympne, 3,000 ft. was the highest we could hope to reach, which placed us exactly in the middle of the eastbound airway from Southend. There was no alternative but to descend as rapidly as possible to the 800 ft. light aircraft lane, which we did.

To minimise ground-handling it had been decided to land the Sky short inside the downwind boundary, which was the N.W. corner and farthest from the terminal area; so after half an hour two perspiring Customs officers walked up to Gil and were very nice about it, before searching every accessible part of the Sky. However, all was in vain, as the Landing Officer insisted on having the Sky brought into the compound, and an enormous tractor with a crew of three, surely capable of towing a Boeing, arrived complete with a hundred fathoms of 2-inch rope (the Stores had given strict instructions that this must not be cut under any circumstances). We eventually arrived in the Customs area just as Peter succeeded in persuading the Landing Officer to leave the Sky where it landed.

All formalities were quickly cleared, except of course the vital C 179 Re-imported Goods Certificate. Skyways Coach & Air Limited kindly consented to act as Agent, but the officer on duty



Auster and Sky at Withybush.

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was a temporary relief and had no experience of this particular form and its requirements.

After two hours' research into the regulations, it was finally established that cargo could be imported 150 ft. behind the ship, and that such details as ship's name, date, port, firm, packages and identifying marks of last exportation would be produced in time, if really necessary.

By 4 p.m. the form was signed in triplicate (cost £5) and our friendly Controller gave us clearance to take off downwind on the grass runway in use. This was because we were within a couple of hundred yards of its upwind end and our enormous tractor had gone in search of more worthy prey.

With the help of one ground handler the Auster taxi-towed Sky to the runway. Peter was now to fly Sky home while Gil did the tugging. We were told that the run was over 1,100 yards, but with a 5-knot tailwind and no dolly, Peter had his longest ground slide (over 700 yards) before getting off. In lovely afternoon sunshine the trip to Lasham took 1 hr. 15 min., and refuelling and turn-round on the ground was completed in half an hour, thanks to the many willing helpers.

Into wind this time we made the last take-off at 6 p.m. and set course for Bristol. Over Andover we caught up the haze and murky cloud and drizzle conditions from the day before.

Thereafter it was low cloud and drizzle most of the way, holding us down to 1,000 ft. and sending us down south of the mountains. As we followed the coast into Carmarthen bay, the clouds thinned out to sea to brighten our arrival. Gil let down along the Pembrokeshire coast to Tenby (Peter swears to get his own back for the Channel) and after two circuits of the town made a tour of members' houses and farms down the county to finish with a circuit of Jimmy Grey's County Hotel at Haverfordwest, where by chance a West Wales Gliding Association meeting was in progress, so they were all on the airfield at Withybush by the time we landed at 8.20 p.m.

Total tug time: 15 hr. 20 min.

Total tow time: 7 hr. 35 min.

Correspondence

DESIGNING FOR HANGAR PACKING

Dear Sir,

The combined experience of reading the Bedford Design Group's article on their two-seater design, and assisting in the planning of a new hangar with a view to ease of packing in minimum space and thence minimum cost, leads me to make the following plea.

Would sailplane designers please design sailplanes (for club operation particularly) which can be de-tipped or wings folded so that constant rigging and de-rigging does not cause excessive wear on pins, root fittings, control connections, etc., generally due to the difficulty of exactly aligning parts before the pins are fully home.

The reason for this is that for a new hangar a club has to find approximately £300 per sailplane unless you want Mynd-type packing or know a philanthropic hangar maker. If regular de-tipping was feasible, this cost could be halved.

I am sure the expanding gliding movement would rather spend its money to put new sailplanes into old hangars than old sailplanes into new hangars.

A course in Hangar Packing can be held for Doubting Designers at the Mynd on a cold wet night in November whilst everyone else is having tea. They will be awarded certificates up to Gold Lifting Bar standard upon passing out (except from fatigue).

Stourbridge, Worcs. JOHN M. KNOTTS

SUGGESTED CHANGES FOR SILVER, GOLD AND DIAMOND BADGES

Dear Sir,

As you have published the F.A.I. suggested changes of regulations for the Sporting Code, Gliding Section, I would like to tell you in a few words what my thoughts are on several points.

(1) Increase of Silver C distance from 50 to 100 kms.:—During the last ten years, gliders, soaring technique and training facilitities have in fact improved very much, and a Silver C of today is no more the same as before World War II. Nevertheless, I think that the 50 kms. should not be changed. There were also such things as an ordinary A or B or C licence; nobody is asking any more for them, because they were depreciated by the general progress, but nobody had the idea of increasing the condition, e.g., from 10 to 30 minutes' flight, etc. If the Silver C is to be given only for 100 kms., then a pilot flying his distance on—let's say—December 31st, 1963, has to reach only 50 kms. while his friend on January 1st, 1964, will have to fly 100 kms. Or should Silver C holders all repeat their distance flight until they have reached 100 kms., so as to comply with the new rules?

(2) Broken leg for Gold C distance to be eliminated, to avoid out-and-return flights:—This is a bare nonsense. It means nothing else than that, e.g., an out-and-return flight of 599 kms. is not valid for the Gold C, while a straight-line of 300 kms. is valid. I think everybody agrees that a straight-line flight is generally less valuable than an out-and-return. This is proved by the national and world records of the different categories. If I am well informed, there is also a suggestion not to recognize any more out-and returns for the Goal-flight Diamond, and for the Distance Diamond. For the latter, the proposal is even more ridiculous: An out-and-return of 999 kms. would therefore not be valid for the Distance Diamond, despite of the fact that no pilot has ever reached such a distance even in a straight line. Also a 599-kms. out-and-return would not be valid for the Goal-flight Diamond; considering that only about half-a-dozen pilots in the world have reached this performance, such a proposal is bare of any logic.

There is one more reason for not abolishing broken lines [dog-legs], and especially the out-and-returns for Gold C and Diamonds: the reason is economy. We all want to propagate gliding, and we certainly think that this wonderful sport

should not be a privilege of rich people. Now look at the out-and-return question: a straight-line flight (with or without goal) needs not only the flying time, but also a total of 700-800 kms. for retrieving, and therefore the costs and time involved with this procedure. An out-and-return is no problem for the good pilot: he delivers his glider exactly at the place where he took off, and goes peacefully home, instead of having a restless night, maybe on Sunday/Monday, just before starting his ordinary work on Monday morning. Here, too, I think that it is a very good thing to accept out-and-returns for Gold C and Diamonds, because out-and-return means that the pilot has to perform a bit more than just be blown with a nice tailwind to some far-away place.

I think that the solution will finally be to create a new insignium for very high performances, so as to comply with the ever-increasing progress in gliding. This might be in 1965 or 1968, and it could be again really unbelievable at the first glance. But let's remember that when the three Diamonds were created, there was no pilot in the world to claim these three Diamonds immediately. In 1965 the new insignium might ask for, e.g., 1,000 kms. distance, 800 kms. out-and-return and a speed of 100 km/h. for a triangle of 500 kms. These examples are taken at random and can be easily brought into a final form when the actual records at that time are known.

Zurich, Switzerland. A. STIRNEMANN,
Editor, *Aero Revue.*

TRAINING WITH AN ENGINE

Dear Sir,

After noticing the title "Must Gliding mean frustration?" to Derek Piggott's three-page article in the August issue of SAILPLANE and scanning the statistics offered, together with a picture of an aeroplane which looked similar to a T-49, I felt a little uneasy. Then, thinking that the article must surely be a subtle disproving of the latest attempt to convert existing sailplanes into ultra-light powered aircraft, I read Mr. Piggott's very practical and logical presentation properly.

Of course, I can only agree that powered two-seaters will enable training to follow a designated pattern and can be contrived to be a straightforward "flight assimilator" for pilots to train on, safely and expeditiously.

Nevertheless, whatever the *original* intentions, I do feel that to marry a glider pilot to an engine—at birth—in this manner is a big mistake. Afterwards, the frustration, caused by the absence of the engine one had in training, would be nothing to the frustration it is alleged exists now—and, at the best, a logical conclusion can be the rebirth of light power flying in this country at the expense of the British Gliding Association.

So I would be cautious in advancing this contention. At the moment I regard putting an engine into a sailplane, for *any* reason, at least immoral. But to promote such an arrangement as that put forward by Mr. Piggott must be suicidal—a point which could well also prove to be tragically true in more ways than one.

In conclusion, I think we are all aware of the problem Derek Piggott highlights, but the "easy way out" solution he offers is not for us—in fact, one can be contrary here and say there is no problem: the early stages and all that it entailed are part and parcel of our way of life, and those who cannot endure this are obviously not of our ilk and we do not want them.

Yaxley, Peterborough. S. W. HICKSON

BOOK REVIEWS

Sir George Cayley's Aeronautics 1796-1855, by CHARLES H. GIBBS-SMITH. Published by H.M. Stationery Office, London, for the Science Museum. Price 30s.

MR. GIBBS-SMITH'S recent discoveries about the actual shape and construction of Cayley's historic man-carrying gliders, which had been lost to history, have already been described in SAILPLANE & GLIDING for Oct. 1961 and Feb. 1962. Here is the whole story of Cayley's numerous aeronautical inventions and projects,

together with his published ideas on the possibility of heavier-than-flying machines. He was interested in airships too, and one ingenious proposal was to fix a large sloping surface between two balloons, so that the whole apparatus would move sideways whenever it was made to go upwards or downwards. The whole book makes fascinating reading.

Brilliant as Sir George Cayley's inventions were, he had one or two rather surprising blind spots. For instance, he always considered propulsion in terms of flapping wing-surfaces, never of airscrews. Also he appears to have been totally unaware that there was such a thing as soaring flight, and when he saw birds gliding without descending, he assumed that they were using up energy previously acquired by flapping. Evidently his observations of bird flight were confined to the neighbourhood of the ground, for, if he had seen birds climbing in circles, he would surely have speculated on the phenomenon as Leonardo da Vinci did. In Cayley's time, da Vinci's manuscripts had not yet been rediscovered. Curiously, Cayley never used the word "glider", and his usual name for a man-carrying glider was "governable parachute" — just as Lilienthal's French contemporaries called his glider a *"parachute dirigeable"*.

The index of this book is particularly comprehensive, and includes two whole pages of references to Cayley's "Obiter dicta". A. E. S.

Interavia, August, 1962. British agents: 149, Fleet Street, London, E.C.4. Annual subscription, £2 12s. 6d.

THIS issue includes a lavishly illustrated 9-page article on "From String Bags to Super Kites: Trends in Sailplane Construction Today" ("Construction" should read "Design"). The letterpress, which is anonymous, surveys the whole subject and is mainly relevant to the second half of the title. There are two pages of principal data of 60 modern sailplanes.

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"AUSTRALIAN GLIDING" — monthly journal of the Gliding Federation of Australia. Editor, Peter Killmier. Subscription 30 shillings Australian, 24 shillings Sterling or 3.50 dollars U.S. and Canada. Write for free sample copy, "Australian Gliding," Box 1650M, G.P.O., Adelaide.

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"THE GLIDING KIWI" — Illustrated quarterly journal of the New Zealand Gliding Association. Annual subscription 8/- sterling or $1 United States or Canada. Write the Editor, 12 Winston Avenue, Papanui, Christchurch 5, New Zealand.

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It will, of course, be understood that the British Gliding Association cannot accept responsibility for the claims made by advertisers in "Sailplane & Gliding".

Note for Diary: March 9th, 1963: British Gliding Association Annual General Meeting, followed by Dinner and Ball at Kensington Palace Hotel.



Write to: Dept. SG., Irving Air Chute of G.B. Ltd., Letchworth, Herts.

CLUB AND ASSOCIATION NEWS



I THINK possibly the less said about the "Summer" the better! On page 370 under Canada we have some interesting news from Anthea Russell (ex B.G.A. Secretary), who is living and working in Winnipeg. She has been visiting a number of gliding sites around.

We also have a report from the Dorset Gliding Club (ex Blackmore Vale), who are now operating again from Gallows Hill, Bovington Camp, nr. Wareham, Dorset.

The last date for copy for inclusion in the December issue to reach me (at 14, Little Brownings, London, S.E.23) is Wednesday 17th October, and don't forget typed double spaced on foolscap please.

By the way, we are getting short of photos, so please send anything you have that is suitable for reproduction.

YVONNE BONHAM,
Club and Association News Editor.

ABERDEEN

THE summer courses have proceeded according to plan, although the weather has at times been a little unkind to our guests. Bengt Micrander has spent a month with us and we are indebted to him for instructing on three of our courses and introducing us to many new puns.

The first group of club members to go to Portmoak this year had a pretty thin time due to the vagaries of the weather. More heartening results were obtained by the Olympia syndicate on their visits, when, over a two-week period, John Milne, Charlie Lawson, Ian Robertson and Innes Lovie all performed 5-hour legs, and Gordon Tester a 5-hour leg and Silver C height.

Congratulations to all, and our thanks go to the S.G.U. for the hospitality shown to our members.

On the home front, a few good soaring efforts have been made—notably a flight of 1 hr. 18 min. by Gordon Tester in the Olympia and a cross-country to Mintlaw in the Weihe by John Whitehead, which did not quite make Silver distance.

Gordon Whitehead was aero-towed out to Benachie in the Weihe and succeeded in exploring further the lift produced off different faces. He rounded this off by managing to return the 16 miles or so to base via thermal activity, after 3 hr. 20 min. in the air.

Solo flights have been made by Alistair Robertson, Bill Henderson, Bob Gordon and John Walker, who has now returned to Ghana and whom we look forward to seeing again on his next leave.

F. C. M.

BRISTOL

THE best days in a generally soggy August were, surprisingly enough, the Saturday and Sunday of the Bank Holiday week-end, when an unstable westerly set people thinking of 300 km.

On the Saturday, Peter Philpot set off towards Great Yarmouth in the red and yellow Skylark 2, "Rhubarb and Cust-

ard," and scraped along for some time at low altitude. Conditions improved and he reached his goal after 3¾ hours, average speed being some 50 m.p.h.

The next day three others declared the same goal—Tony Pentelow in the Skylark 3F, Ken Brown in the Skylark 2C, and John Daniell in Rhubarb and Custard, which had had an uneventful retrieve overnight. Tony and Ken both got there, but John unfortunately landed 1½ miles short after a glide out from his last climb at Norwich.

The only other flights of note were a 300 km. attempt by Keith Aldridge in the Skylark 2C, which ended 10 miles short, and a Silver C cross-country to near Odiham by Noel Baker in the club Olympia.

August 12th saw the first flight of "Kiwi", a Swallow built by Gordon Mealing, Joe Grimes and Ray Jefferies over the past 18 months. Doug Jones carried out the test flying and had no snags to report.

Due to pressure of course instructing and Tiger driving, Pete Collier has handed over the job of C.F.I. to Alwyn Sutcliffe, who, incidentally, has just announced his engagement to Miss Jean Williams.

A. L. S.

CAMBRIDGE

THE June Camp held at the Long Mynd beat all records, both in quantity and quality of flying. During the 12 days of the camp, the five sailplanes flew 376 hours and 540 cross-country miles.

On 22nd June, Peter James gained his Goal Diamond by taking the Skylark 2 to Yarmouth, and became the third pilot to complete his Gold C on club aircraft.

Three days later Simon Redman secured his Goal Diamond with a flight to Leiston in the Sky, covering the first 20 miles in wave lift. Roger Holland, one of the seven pilots who had their 5-hour flights at the camp, reached his goal, Stratford, in the Swallow, and thereby completed the club's 100th Silver C.

During the first week in July, an Undergraduates' Task Flying Match was held at Marshall's. Three aircraft and eight pilots took part. The contest was won by Billy Kronfeld and Clive Mingo in the Skylark 2 of the Imperial College G.C., with the Cambridge Olympia second and the Cambridge Skylark 2 third.

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The Sky and the Skylark 2 were entered for the Qualifying Competitions at Dunkeswell. From there Peter O'Donald flew his Gold C distance in the Skylark 2 on August 4th.

During July and August more than a dozen closed circuits were flown from Cambridge. The longest were Simon Redman's 125 mile out-and-return to Beccles in the Sky and Tony Watson's 67 miles round the Slazenger Triangle in the same aircraft.

One of the most brilliant flights of this season was John Firth's second attempt at an oscillatory Gold C course, this time between Cambridge and the East Coast, on August 18th. Flying the Skylark 2, John covered 180 miles, which included an into-wind leg of 57 miles.

No less impressive than the club aircrafts' cross-country record was the performance of the syndicate-operated Swallow "Penguin".

In this little ship Colin Pennycuick gained his Goal Diamond on June 25th with a flight from the Long Mynd to Leiston. A few days later Colin won a day at the Bristol Club's Contest in the same aircraft.

G. S. N.

CORNISH

SO far this summer's soaring has not come up to expectations, and there have only been three short cross-countries since George Collins flew to Lasham. We don't have to look for a scapegoat, either. The weather has been foul, to say the least of it.

There have been a few good ridge soaring days, two of which provided

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more than 30 hours' flying each. On the first of these days Dave Pentecost and Geof. Horler flew their five hours in the Meise. Geof. had his fill of flying as he made an attempt in the Swallow first and then changed to the Meise after Dave landed.

Tony Hyde has been spending a long leave with us, to our mutual advantage. He has flown his five hours in the Tutor and done two cross-countries in the Swallow, and been a great help to the club, instructing on courses. We are all hoping that he can complete his Silver C before returning to Aden.

Roy Easson visited us and flew the Skylark for five hours, and Dave Collins has gained his C. Roger Noonan soloed on the Tutor and two weeks later flew for 1½ hours in thermals for his C.

On the training side we have had another field landing practice session at Newlyn; there have been numerous aero-tow conversions and the Swallow pilots' list has grown larger than that for the Tutors. We have been fortunate in having the use of the Capstan, which has given some advanced training to the instructors.

After a deal of arm twisting Bill Lewis has consented to train as an instructor, as have also Dave Pentecost and Geof. Horler.

J. E. K.

COVENTRY

THE annual camp took place at Badminton in the second half of July, when a fair amount of flying was done, but nearly all the soaring was local and the most satisfactory event of the period must be Doug Findon's Silver height.

On the whole the recent period will be remembered for the competition activity by various members. The club Skylark 3 went to Nympsfield to be flown by Doug Sadler and Reg Neep, and although both pilots did get away they did not place very highly.

However, Reg's 70-mile trip was a fair effort. At the same event Reg Ludgate and Mike Aspinal appeared with their private Olympia, which was put out of the running by a fence after a creditable start.

At Camphill Ivor Tarver, sharing a private Olympia 463 with Cecil Reilly of the Midland Club, placed fourth. Despite Ivor's troublesome tonsils he seems to have shown his true form.

At the Dunkeswell meeting, the Skylark 3 was flown into sixth place by Chris Duthy-James and Mike Smith. The latter put up a particularly outstanding début by placing second on his first day and breaking the club distance record to complete his Gold C and add a Goal Diamond to it on his second day.

Beside this, Duthy-James's 100 km. triangle paled to insignificance. Ludgate and Aspinal also flew at this event, with a repaired Olympia, but had less luck than the club team.

The latest appearance over the Coventry skies is a Skylark 2, which has been duly "blooded" by Mike Bagnall, who went 65 miles to get his Silver Distance. Another private aircraft (Olympia) has established a bit of a milk run to Podington for Silver C aspirants; Norman Marriot and Dick Hill went on consecutive days.

On the social side we have great pleasure in congratulating two pairs, Eric Miller and Ireen MacCleland, and Ian Stockdale and Christine Challenor, on their recently announced engagements.

C. D. D.-J.

CROWN AGENTS

WE have had our usual and welcome annual influx of overseas members. Dick Kuyper from Kenya was the first arrival, but although he and his elder daughter spent more than a week at Lasham it chanced that this was just the time when the Swallow was on C. of A.

Mike Wilson, also from Kenya, put in quite a bit of flying at Swanton Morley as well as at Lasham and Dunstable. During early June, when the weather was good, he was crewing stoutly for Rika Harwood and Hugh Mettam at Aston Down, assisted by Dick Etherington, an overseas member of the Surrey Gliding Club.

At this time, too, Peter Fawcett, from Nigeria, was being converted at Lasham from power flying to gliding, and gained his C fairly early. He progressed on to the Swallow, but unfortunately his leave expired before he could acquire any Silver C legs.

Lastly, Barry Smith, now retired from the Uganda Police Force, took a refresher course at Dunstable and will be gliding, possibly at Lasham or else at

Firle, when his new duties permit.

For our home-based members a course was run at Lasham in April, and Lawrence Baker and Dick Martin went solo.

J. E. G. H.

DERBYSHIRE AND LANCS.

DESPITE indifferent weather we seem to have had a very useful three months in regard to cross-country and certificate flights. Norman Fox flew his 5-hour leg on June 20th; Vic Wright and Les Haynes flew theirs on June 27th.

John Goodwin, a member from Glasgow, did 5 hours in the club Tutor on a very uncertain day, landing after 9 o'clock at night in very poor visibility.

Mick Kaye flew to the Mynd at 61 m.p.h., John Riddal to Sutton-on-Sea, Austin Wood to Ingoldmells, and Carl Birkett to Boston.

A west wind with wave on July 1st produced a "shake" of Silver C legs, Derek Cooper flying 5 hours, Austin Wood 5 hours and height, Philip Clark and Richard Hare Silver C height.

A pupil then showed how it should be done by taking the T.31, with Mick Kaye in the back, up to 10,000 ft. Mick reported back that the refrigeration system in the back worked very well.

Our Northern competitions are reported fully elsewhere.

K. B.

DEVON & SOMERSET (Dunkeswell)

THE South-Western Gliding Competitions were held at Dunkeswell "despite the weather", and flying was possible on six of the ten days.

Most people seemed to enjoy themselves, especially those who reached Swanton Morley, 350 km., the longest goal race set in this country, so we are told. A 500 km. race from Dunkeswell seems a definite possibility on a similar day! (Competition results elsewhere in this issue.) [Not yet received.—ED.]

John Hancock and Pete Neathercote recently completed their 5 hour legs and Peter Hill and Tim Gardener their Silver C distances.

Pete Neathercote's 5 hours was a real achievement as he had only just converted from power to gliders and had done no previous hill soaring.

We are at present experimenting with Pulley Launching, using the Clayton Pulleys attached to a jeep. Using one tow car, we can double our launch rate and with two cars going we need more gliders !

Our aim is to have permanent pulley points at the ends of our two main runways and when we change runways all we do is move the pulley gear and bolt in the new position. Many people tried pulley launching for the first time at our Competitions and seemed quite impressed.

The launch starts like an auto one and develops into a winch type. Visitors are welcome to call in and see pulley launching in operation.

The Capstan was kept busy during Comp. week. All our instructors and many club members flew it and were impressed by its handling qualities and exceptional visibility.

P. E. B.

DONCASTER

THE Olympia now seems to be spending its time going or coming back. Three height and three distance legs have been gained to date by John Stirk, Mike Usherwood and John Hayes. The club trailer is standing up well and the interior fittings made by Jack Stokes are the envy of all.

Private aircraft have been quiet recently. Both Skylarks were entered in the Northerns and piled up a reasonable mileage. Johnson, who has an insatiable appetite for rock, took the Buzzard to Mablethorpe on August 4th.

Sunday 12th August saw an all-time record of 110 launches, and the following Thursday produced 92. Four courses have been run to date and the guaranteed minimum of 20 launches has been reached or exceeded on every one.

Plans for the winter include redecorating the clubhouse and a series of film shows. To this end a 16 mm sound projector has been purchased.

M. C. U.

DORSET (formerly Blackmore Vale)

WE have now moved to Gallows Hill, Bovington Camp, Dorset, where we are establishing ourselves under the name of the Dorset Gliding Club, having wiped the mud of the Blackmore Vale

off our feet for the last time. When we lost our site at Henstridge flying was stopped for about six weeks.

Thanks to Alan Palmer and his team of builders we have a hangar large enough to house all of our present fleet, including Ted Gould's Tiger Moth, which we have arranged to operate for aero-towing.

The preparation of the site has been taken over by Commander Kidston, who has done a first-class job, and we will shortly have the new grass through on our launching runs.

Our winch has given some trouble, but with the arrival of Prometheus from Lasham we hope to have some fumble-free flying.

The Syndicate Olympia has put in some very good flights, and the syndicate members are now struggling with the construction of a metal trailer.

Alan Palmer, Ted Poulton and Jack Williams have soared the club Swallow and gained their C certificates, and several members have been to Lasham to get some two-seater aero-towing experience.

G. B. W.

DUMFRIES AND DISTRICT

AUTO-TOWING is certainly the answer. With an elderly aristocratic Humber we have improved our launch rate to give 320 in July and 1,037 this year to 20th August.

Lots of circuits are being flown and the Tutor and Prefect are becoming more in demand than the T.31. Charlie Park and Bob Smith have got away solo.

Although there has been some local soaring there does appear to be a curious blank space over the airfield with the most tempting cloud all round.

We are all very proud of our first Silver C—Ian Steel having at last got his 5 hours on a Safari to S.G.U. He is now seen drawing lines to about Coventry and muttering about Gold distances and Diamond goals.

Our original Chev' winch has been overhauled and we propose to install it at Thornhill for hill soaring and to maintain the training programme at Dumfries.

Contact has recently been made with some members of the original Dumfries & District Gliding Club of 1930—complete with badges—and a get-together is to be arranged.

We are also investigating the possibility of a club room at Dumfries and are feeling more pleased with ourselves than at any time since we took delivery of the first T31.

G. J. K.

ESSEX

IT appears that summer, or the usually known months of summer, by-passed North Weald, but sweeping the thunderstorms apart, the club pressed on with its flying at week-ends and during the Gliding Weeks.

The new members are very keen, so much so that some latecomers on the flying list have been disappointed. Latest definition of a latecomer is someone who arrives after 7.30 a.m.

During the first Gliding Week, which was under the direction of Roger Burton, a total of 310 launches was made in five days. Unfortunately, due to overcast skies, soaring was reduced to a minimum, but a half hour of sunshine enabled our club chairman, H. G. Griffin, to gain his C.

The second week's weather was even worse, but on the last day Frank Packard, Alan Poulton and Rodney Johnson obtained the flying part of their C. Earlier in the month of July, H. Newnes managed his C. New A and B pilots are D. Kenny, J. Green, W. Garwood and D. Pepper.

These successes, coupled with a record for the club of 100 minutes' soaring of the Swallow by P. Treadway, belies what has been said of the weather, but shows the keenness of the members.

W. A. C.

KENT

AT the time of writing several club members are at Tibenham, the home of the Norfolk Gliding Club, with our club and syndicate Olympias and the syndicate Skylark 2.

The first week of this visit has been one of overcast skies and rain, although several short cross-countries have taken place, the longest being 19 miles to Salhouse, near Norwich.

On Saturday August 17th, Mike Wilson completed his Silver C by a gain of height of 4,450 ft., having previously obtained his distance in a flight to Ramsgate from West Malling.

Bill Bailey has now completed two legs of his Silver C with a gain of height on the same day and a flight to Ramsgate a few weeks ago.

Silver C certificates have also been completed by Dennis and Gordon Crabb, who were two of six members to complete their 5 hours on the Detling Ridge during the week-end July 21st and 22nd.

The other successful attempts were Glyn Richards, Mike Wilson, Ron Cousins and Bernard Kirby, who has also flown to Hawkinge for his Silver distance.

John Burt, Bill Gartland and Brian Stevens have converted to the Olympia and Pam Middleton and Roy Myers have gone solo. Charlie Dance now has his C certificate, and on Sunday July 5th Glyn Richards gained his height for a Silver C leg.

On the same day our C.F.I., Roy Hubble, reached 5,000 ft. on a tour of the Kent countryside in the syndicate Olympia.

The club record for launches per day has now been set at 137, and we are hoping that with the new three-drum diesel winch now under construction this will soon be eclipsed. This winch is being built upon a Leyland 8.5 litre chassis which started life as a fire engine.

In the planning stage is a T.21 tubular trailer which will permit ridge soaring and two-seater cross-country training to be carried out.

R. C.

LAKES

EVENTS at Tebay recently have been overshadowed by the loss of our two-seater, which was written off when it hit the top of a hill after being caught by a sudden change in the weather.

Fortunately the pilot and pupil, who were injured, are now making good progress. We hope, however, that it will not be too long before we have a replacement two-seater.

Our holiday courses could not have been maintained without the help of the Dumfries & District Club and the Blackpool and Fylde Club, who have loaned us a T.31 and T.21 aircraft, and we wish to express our gratitude to both these clubs.

Turning to brighter things, D. Millet has achieved distinction in being the first

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This may not seem much to get excited about to the larger and older-established clubs, but from little acorns great oak trees grow. On August Sunday this same pilot soared along the ridge in a S.W. wind for his 5 hours.

We are pleased to record the first solo of D. Sandford, especially as he followed this up a couple of days later with his C.

R. H.

LASHAM

TWO new ideas have been tried, both of which worked very well. The first is a double tow behind the Auster, whereby two Gold C aspirants are towed to Salisbury to the west, thereby giving them a straight line flight to the East Coast. This is easier than our usual Gold C milk run in a westerly wind of Lasham-Edgehill (or Kettering)-Yarmouth. Although two sets of pilots were towed to Salisbury we must report that none of them covered the required distance.

The second is a field landing scheme where we borrowed a large field five miles west of Lasham. The Eagle was used and many landings were made in the field. One tug was stationed there and gave the necessary launches.

The face of Lasham is changing at last. Mains water, a proper caravan site with hard standings, bushes and trees—and soon the new eagerly-awaited clubhouse, which is scheduled to be ready by late May 1963, when we hope to have many visitors at Lasham.

W. K.

LONDON

YACHTSMEN and farmers have groused mightily about this windy summer—and we have had more than our fair share of ill-winds at Dunstable too.

A parked Tutor was blown over early in the season and a Tiger overturned in the gully after landing during the rough Bank Holiday week-end. However, the weather has not discouraged the growth of close-circuit flying.

About two-thirds of our 7,000 miles before mid-August were done in this way, in spite of two vulgar downwind dashes to Plymouth on April 14th by Guy Collinssplatt and John Argent (John's Gold distance took 14 months from solo!).

Migratory club members have flocked to competitions around Britain. Mike Riddell won the Swanton Morley Easter Rally. "Steve" led the L.G.C. pilots in League 1 Nationals with 9th place, and Phil Jeffries took a splendid 3rd in League 2 with a "scratch" Sky.

Riddell/Bird came 2nd in the Bristol Club Rally, and in the recent Regionals Chuck Bentson came 4th at Dunkeswell, Mike Bird 1st at Camphill.

John Cardiffs Diamond flight from Dunkeswell to Swanton Morley during the competitions is a remainder that some very youthful punditry is arising to join Phil Jeffery; Albert Tarnow and Gordon Camp have made worthy attempts on 300 km. out-and-returns.

Two Skylark 4's and a probable pair of 15-metre ships will join us before next season.

We will soon resemble a seagull's colony, though without the sea birds' advantage of needing no space to rig a take off.

M. B.

MIDLAND

OUR congratulations to David Benton on his Diamond goal flight to Great Yarmouth in the Club Skylark 2. His crew did well to get the Skylark back on the Mynd early next morning.

On the same day that David went East we were pleased to welcome Philip Wills from Haverfordwest in his Skylark 4.

Considerable interest has been aroused by the appearance of a 463 owned by a syndicate which fluctuates between the Mynd and Coventry. Several pilots flying the club Skylark 2 have found that they cannot keep up with the 463.

A sub-committee has been formed to consider the question of new bunkhouses and hangarage. Perhaps one day we may have sufficient space not to need an expert to pack the hangar. The present hangar now boasts new doors in place of the old ones, which have lasted 25 years.

We extend our hearty congratulations and sincere good wishes for the future of our latest newly-weds, Glyn Davies and Margaret (née Groucutt) .

The weather has not been very kind

to us this summer, and it is not surprising to find flying hours slightly down on last year.

K. R. M.

NEWCASTLE

FOR the first time in six years we now have female solo pilots in the club! Marjorie Truman was the first woman to solo at Carlton, quickly followed by Rita Shepherd, and both now have B certificates. Keith Walker and Jim Malloy also gained B certificates and Tom Wilson has soloed once again after a lapse of ten years.

On July 1st Adam Dodds, flying the Kite 1, gained Silver C height during a cross-country flight, when he landed at Givendale Heads, a distance of 25 miles from the club site.

Another Silver C is well on the way, Bill Dyer managed 5 hours' duration over Ingleby Bowl at 1,800 ft., whilst the rest of the club were working hard on the home ridge at a mere 500 ft.!

Apart from the usual hill soaring, these past few weeks we have been able to make use of good local thermals, flying up to 8,000 ft. a.s.l. During this period Allan Pratt flew the Kite 1 from Sutton Bank to Carlton, using hill lift to Osmotherly, followed by one thermal. Mike Wilson in an Olympia 2B also made the trip.

August 19th, with its S.E. wind of about 15-20 knots, produced wave conditions 3 miles downwind of the site. Andy Coulson, flying his Olympia 460, was launched as the "guinea pig", and was quickly followed by Bill Dyer in his Swallow, who attained Silver C height during a two-hour flight.

Andy Hardie was launched in his Swallow, but failed to contact the wave. Allan Pratt flew the Kite 1 for a couple of hours, and Ian Paul flew the Olympia.

As soon as Ian landed, Les Kiloh took over the Olympia, but unfortunately by this time the wave was fading. The lowest contact with the wave was reported as 1,000 ft. a.s.l., and the maximum height attained was 6,200 ft. a.s.l.

The Kite 1 and 460 explored up and down wind of the wave, but failed to find a secondary wave, although lenticulars were observed at approximately 9,000 ft. a.s.l.

R. S.

NORFOLK (Tibenham)

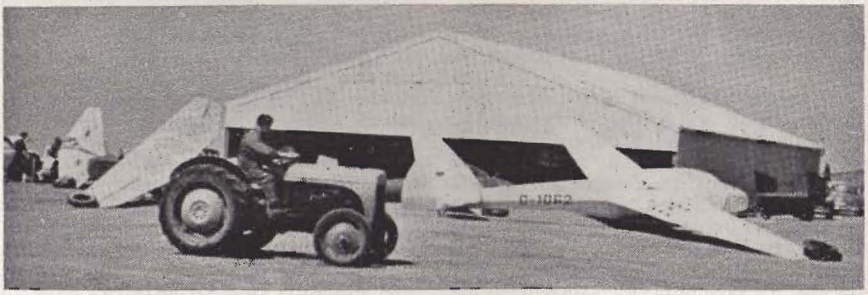
ON Sunday July 22nd we held our second Open Day. This was a great success despite the high winds which limited the flying display. Over 4,000 visitors gave their support, which fully compensated for the hard work and effort involved.

Our membership has increased considerably the last few months, and to help cope with the training, Mike Watson has returned from an instructor's course at Bicester with his category. We now have four qualified instructors.

The soaring weather has left much to be desired, but Alan Bowen managed his 5 hours with local thermals—only the third to do so from this site.

Dennis Cooper and Bob Limmer have climbed to the Silver heights. Bob Tringham covered the 30-odd miles to Southwold, but Roy West decided against France and landed at Happisburgh lighthouse instead.

Recent soloes have been the two Kitchen brothers, Derek and Revel, Harry Sage, Philip Mason, D. Staveley and Denis Royal. Denis earns the distinction



Newcastle Club's hangar and aircraft at Carlton Moor. (Photo by John Pearson.)

of going solo after only 27 circuits—a club record.

We have been glad to welcome our friends from Kent and Southdown, who continue to be regular visitors.

Visitors from the air include Frank Pozerskis and Jeff Lines in their Eagle, who flew in from Dunstable, and Humphrey Dimmock caused a stir when he dropped in from Camphill in his new Skylark 4 closely followed by Group Captain Evans in his Skylark 3.

C certificates have been earned by Dr. Souper, Rob Langridge and Ralph Cobbold in the overworked Tutor.

We all thank our deputy C.F.I., Joe Podolski, for his superhuman effort in carrying the load in difficult times.

B. C. G. L.

NORFOLK AND NORWICH
(Swanton Morley)

SINCE our last communication to the gliding world, from whom we are separated by thousands of frightened cattle, bewildered peasants and irate farmers, we have flung many of our members into the upper atmosphere by means of our horse-drawn aero-towing vehicle.



An early starter, photographed by John Phillips.

All, I am pleased to report, have returned to earth safely. I have permission to say that one return was made in a most abrupt manner. (The pilot concerned has since entered a monastery.)

One of our more stalwart members, Peter Salmon, upon landing his Skylark in a farmer's sugar beet crop, was so violently received that he developed a form of sympathetic vibration, and we were forced to dispatch him forthwith to Farnborough as a suspected case of bone fatigue.

Happily he is with us once more, but always flies in a suit of armour which greatly increases the penetration of his machine.

That noble instructor of ours, Gillie Burton, completed his Silver C with a flight of 5 hr. 40 min.

C certificates have been gained by Reg Dixon, Les Sillis, Ted Jenness, Jerry Harrington and Peter Smith, who stayed airborne two hours.

John Whitworth and Chris Delf have both made flights of over three hours.

During the Dunkeswell Rally no less than eight pilots reached Swanton, a distance of 221 miles. Peter Scott recorded the best time, 4 hours.

C. R. P.

NORTHAMPTONSHIRE

THE last two months have given us a fair amount of soaring and cross-country flights have been made by Jim Swain, Wally Mason, Frank Rowell and Ben Butler.

Our chairman, Gordon Grant, flew the Swallow to Duxford and achieved his Silver C height and distance. Silver C height has also been achieved by Brian Brown.

Congratulations also to Peter Dunmore and Ernie Underwood, who have obtained their C certificates. The latter was achieved in the Cadet, when a height of nearly 4,000 ft. was reached. H. F. King and A. Reed have also gone solo.

On Sunday August 12th we received a visit from Roger Neaves, John Everett and John Hands. This visit was for the purpose of examining our instructors for categorisation purposes, resulting in a category for Peter Bisgood and Harvey Britten.

Peter continues as C.F.I. in place of

Ken Pearson, who has now left the club.

A change has also taken place in our glider fleet, as we have exchanged our T.21 with the Swindon Club for their T.31. We are now hoping to have a deposit available for the purchase next year of a much-needed two-seater for advanced training.

The club has recently become a limited company and membership continues to grow, but more members are still needed to ensure that our greater liabilities can be met.

R. N. W. K.

OXFORD

THIS year so far, the weather is having the same effect as in 1961, for despite a larger membership we continue to make fewer launches and have lost even more flying days.

An overall reduction of some 15% has not reduced the number of hours flown, and a goodly crop of "badge legs" has been gathered.

John Pratelli and Chris Tompkins have soloed and gained their A's and B's, while Messrs. Alleyne and Wallis have made their C flights.

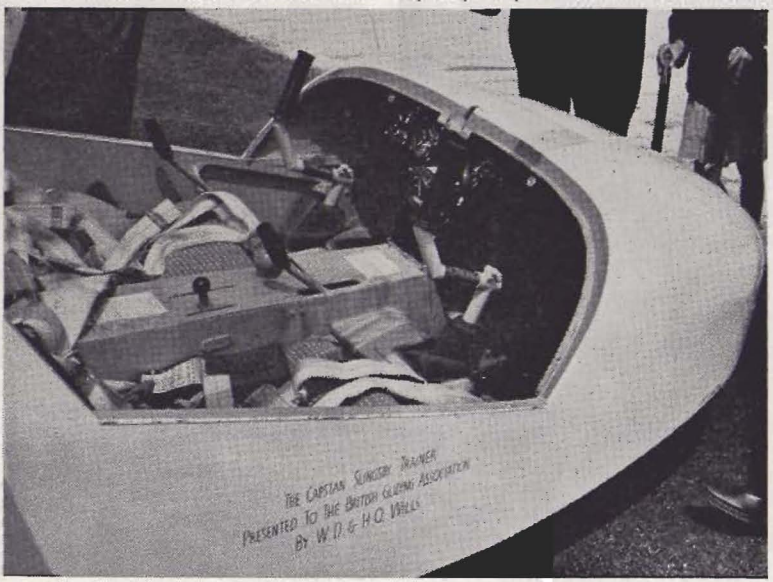
Two of our best days marked the visit of the T.49, when, accompanied by Gordon Hookings or Roger Neaves, our Instructors flew a variety of tasks while our lesser lights produced three Silver durations for good measure. For this occasion an excellent tug service was provided by the Tiger Club, and both the "Deacon" and Arthur Humphries were equally untiring.

In all, 16 Silver legs have been scored: Stan Green, Ray Harvey, Arthur Speechley and Joy Taylor (height), John Adams (height and duration), John Gibbons (height and distance), and Colin Duggan and Jim Woodward (distance).

Silver Badge tasks have been completed by Fred Rawlings and Malcolm Roberts (duration), Ron Simpson (duration and distance) and Stan Southam and Doug Evans (distance).

Almost 20% of our total membership now have a Silver Badge, and we have now added a Gold with Diamond for goal for Chris Hurst's flight from Dunkeswell to Norwich on the same day that John Matheson gained Gold distance.

The unsuccessful attempts should not go unheeded, and Silver triangle attempts by Joy Taylor and Ian Pratt came un-



The Capstan at the Swindon Club during the fortnight's camp.

stuck only after the first and longest leg had been completed into a strong head wind.

John McKenzie's Gold attempt, which started with a strong upwind leg to Lasham, deserved greater success than his landing at Bridgenorth (150 miles) provided.

Midst all this striving for honours our C.F.I. continues his frequent and undeclared excursions into Oxfordshire and the neighbouring counties, from which he always returns, demonstrating that flying for fun is equally rewarding and quite inexpensive.

L. A. S.

OUSE (Rufforth, Yorks.)

PROGRESS has been unspectacular but continuous in the last few months. There have been many more first solos and our congratulations go to Harold Budding and Alan Park, who have both managed to stay airborne for 20 minutes. They can now be seen earnestly reading "the book".

Our Tutor suffered slight damage, which unfortunately put it out of action for about six weeks, and was sadly missed, but it is now serviceable once more, and we are very grateful to the members who put in hours of time to repair it, and also to those who keep our rather decrepit launching vehicles in order.

The greatest success of the last few months has been our mobile canteen. The brainchild of Roy Cook, this has been converted from a retired Post Office telephones repair truck and is appreciated by members and visitors alike.

We thought our lady members were being optimistic when they promised us hot meals, but every week-end members have been able to order a hot cooked meal at ten minutes' notice.

Hot drinks, sandwiches and snacks have been available for the whole time flying has taken place, and we make a profit as well.

P. A. C.

SCOTTISH GLIDING UNION

THIS report covers a period of some disruption due to weather, and the expected increase in cross-country flights did not materialise.

Strong winds, however, did bring about a number of Gains of Height and many 5-hour legs. One Gold C height was logged by Charlie Ross, and 5-hour legs by Tom Webb, Jim Duthie, George Parkinson and John Ford.

Many more duration flights were logged by visitors, with several gains of height around the 2,000 metre mark. The best distance of the period being Andrew Thorburn's flight to a point north of Edzell.

Valerie Wyles and John Ford have now joined the Passenger Pilots' group, Valerie being the first lady member to gain this pilot rating.

The summer courses continue to function smoothly, and welcome assistance in one of these came from John Ellis of B.E.A. Club.

The domestic area has experienced difficulties arising from the vagaries of the Scottish licensing laws, and so, after a very dry period, the club bar reopened in time for the monthly party. This reopening was suitably welcomed by the members.

W. A. S.

SOUTHDOWN

RAY MARSHALL represented the club at the Nationals and put up a very creditable performance in the club Olympia. Gwen and Tony Wraight and Bywater, together with several other visiting members, looked after the retrieving end.

Ray's total cross-country distance worked out to 519 miles, with a best day of 102 miles.

Unlike the beginning of June, the last two weeks of the month were extremely poor, and the club camp held at Tibenham with the Olympia and Tutor recorded few soaring flights.

Among these Peter Henderson had two tries for his Silver C distance, narrowly missing it on one of the flights.

Congratulations to Bob Lowther, who soloed at the beginning of June.

Strong wind, low cloud or rain seem to have been the story for most of our away activities this summer; certainly it was so at Dunkeswell during July and for a members' camp at Firle during the same period.

On one of the competition days Ron Walker managed to keep the Olympia right-side-up for a couple of hours in cloud with a best height of 6,500 ft.

P. W.

SOUTH WALES

MORE often than not on recent Sundays low cloud and rain have limited flying severely, but since our last report Bill Smart has done his 5 hours and C's have been gained by Des Gay, Alfie Williams and Dennis Bryan-Jones.

Kath Prout has gone solo—the first lady member to withstand the rigours of the mountain to the solo stage.

Our hangar is now very nearly completed and a tea hut erected, both of which should make life a lot easier in the coming winter.

Our list of solo pilots is growing very steadily and we feel justified in borrowing money for the first time and ordering a new high-performance sailplane for next year.

D. E. F.

SURREY

OUR fleet has now been enhanced by the arrival of the blue and white Swallow, which is intended to augment the Swallow already in the school and thus, we hope, alleviate the frustration which was felt by early solo pilots when they were restricted to the use of our solitary Olympia.

As the Swallow is to be used for winter expeditions, it is hoped that more senior pilots will accustom themselves to the use of this aircraft. It is hoped to adapt the Olympia trailer for use by the Swallow as well, but it is incredible how many snags arise when such an apparently simple task is started.

We would like to congratulate Gerry Burgess on being chosen as a reserve pilot for the British team going to the Argentine in the World Championships in February of next year.

68 Syndicate must be very pleased with their new aircraft. Ken O'Riley celebrated its arrival by promptly completing a Gold C triangle in fine style.

A. W. B.

SWINDON

SO much progress has been made during the last two months that annual events such as the Open Day and Club Barbecue have quickly become history. Thinking of these two events, Dave Morgan's "Spitfire" aerobatics and farmer Fred Butcher's barn and grain drying plant come too easily to mind (who said there wasn't enough hay?).

On Friday July 20th, D. Ford flew the Olympia to Podington and was retrieved by Terrier tug. This week-end also marked the arrival of the T.21 ex-Northampton, after some good-natured negotiation. Northampton now have the T.31 and our enviable bank balance!

On the following Saturday four happy members returned from Slingsbys with the Olympia trailer, containing our new Swallow. A trailer for this, started four weeks ago, is almost roadworthy.

During the camp fortnight we enjoyed a short visit from Sgt. Andy Gough with the "Capstan", which evidently "grew" on some members before bad weather curtailed all flying.

The twin drum diesel winch should become fully operational when the nucleus of drivers is larger. Under trials it has dealt with the T.21 and Olympia 2B quite satisfactorily using piano wire.

One advantage to the winch driver is the return to the launch point after two launches. The exchange of views on the past launches is invaluable, and someone else can lay the cables out and carry on the good work if this advice is not constructive!

M. B. H.

WEST WALES

OUR first cross-country flights were made during the August Bank Holiday week-end, with Lloyd Edwards, our revered chairman, going to Llandilo in the Swallow and Bill Sheppard to Llandovery in the Sky (approximately 45 and 57 miles respectively).

Both these gentlemen had recently been promoted, Lloyd to full duty instructing and Bill to passenger flying; perhaps this was the spur!

More probable is the fact that Philip Wills visited us that week-end and calmly left in his Skylark 4 for the Mynd. We were all delighted to see him, and the pipe-smoking fraternity now burn more scientifically if not less pungently.

There have been two other attempted cross-countries, by Steve Chinnock and Howard Jones, who are now known as the Mayors of Clarbeston Road and Clynderwen.

The youngest member of our club, Roger Minchin, has gone solo, as have

George Grey, John Lewis, Jack Richardson, Hugh Ross and Gwyn Thomas. In fact John Lewis did a C flight on his seventh solo.

H. J.

YORKSHIRE

THE club height record was broken on Sunday August 12th by Ron Hellewell, flying the club Skylark 2. Ron took off at 9 o'clock and contacted a wave at 500 ft, just in front of the site.

He rose quickly to 13,400 ft to gain his Gold C height and then flew forward into two successive waves, the second being over Ripon, from which he then cruised over the Pennines, by Patley Bridge, and returned to the site after four hours in the air.

This is the first Gold C height that has been achieved at Sutton Bank and shows clearly the way the standard of flying has been improving in recent years.

Two of our aircraft took part in the Northern Championships at Camphill. Richie Pick and John Reussner flew their Skylark 4 and came fifth.

The club Skylark 2B was flown by Ralph Stothard and Bob Wilken, and came well up in the results as well. This was the first time Ralph and Bob had flown in competition.

We have been pleased to welcome parties from the Handley Page and Royal Aircraft Establishment Gliding Clubs, in addition to many private visitors who have come to enjoy our flying.

The clubhouse is nearing completion. Club members, under Fred Knipe, have been making very energetic efforts to organise the plumbing, and shortly we shall be decorating the interior to finish off where the builders have left it. We hope to have the official opening next Spring.

There has been a matrimonial rash at Sutton Bank recently, with the wedding of Henry Doktor and Susan DeLittle, Jock White and Jane Pumphrey, and now Stuart Cox, the Australian instructor who has spent the summer with us, announced his engagement to Vicky Stothard.

We wish all of these every success in the future.

J. C. R.

Service News

BANNERDOWN (Colerne)

AFTER the sterile Spring, Nationals Week seemed to open our soaring season, and since then excellent progress has been made during the period with 128 hours from 1,060 launches; 27½ hours were flown in the Nationals.

On Sunday June 3rd a mass of gyrating dots to the north resolved into a large thermal with 11 gliders inside it. One by one our aircraft fluttered up to join in, and eventually the Baby, Sedbergh and Tutor circled with an august League 1 throng, Mistress Tutor from time to time pausing to watch Philip Wills below her!

Anyway, this mass demonstration of virtuosity obviously stirred members' imagination, for our launch rate has hit a new high and the trailer has covered many miles and had not a few adventures.

We are glad to record A and B certificates for C. P. Clark, S. Lodge and W/Cdr. Bladon, and C cert. for secretary Sid Bush. On 3.6 Roy Gaunt soared the Baby for 1 hr. 34 min., while on 3.7 Brian Campbell had a long and determined scrape before conducting the Tutor to 3,500 ft. for 1½ hours, whence the Bannerdown Trophy holder returned only because of cramp.

June 16th saw P.H. scrabbling about in the Baby before setting off on a maiden cross-country which came to an end 25 miles away at Tilshead, although Silver height was achieved on the way.

On June 23rd Bill Longley reached Baldock, where he discovered what must be the largest field in England (500 acres!!).

Later, our "grounded" C.F.I. Ed. Meddings could wait no longer to get in the air, and on July 7th he declared a Gold-Diamond goal to Leeming, Yorks, for himself and his full supporting (plaster) cast.

However, a fumble or two in and above 8/8 cloud caused a circular tour

resulting in an advance of only 5 miles in an hour. Further progress under complete overcast was achieved mainly by the use of sulphur-laden thermals from factory and cement works, and he ran out of chimneys and height some 6 miles north of Barnsley to log 175 miles in eight hours.

In the meantime, many thousands of miles away, Alan Yates was having himself a ball in Texas, U.S.A. In two attempts at Gold distance he covered 130 and 160 miles, landing on one occasion on a ranch driveway.

Much excitement was evident when it was heard that the G.S.A. had allocated the Olympia 403 to Bannerdown.

The 403 arrived by road from Norwich on Friday August 3rd, and was back in Yarmouth on Saturday with Max Bacon aboard. He covered the 189 miles in 3 hr. 34 min., to average 53 m.p.h.

Having retrieved it overnight and seeing that similar conditions prevailed on Sunday, what else could Bill Longley do but . . . declare Yarmouth. He made Bungay Airfield, 163 miles after, 5½ hours, and again just missed his Gold after a late start.

EAST ANGLIAN (R.A.F. Duxford)

JUNE was one of the best months for flying East Anglian have had for a long time, with no less than ten Silver C legs and two Cs, and two completed Silver Cs. John Glossop completed his Silver with a 50 km. trip to Wattisham, and Al Whiffen finished his by staying up for 5 hr. 8 min., the latter landing on the U.S.A.F. base at Mildenhall.

Tip Tippen has rejoined us after an absence of more than a year and on his first re-solo in the Tutor gained his C and has since got Silver height; well done Tip. Colonel Vickers has been converted to the Olympia and joins the ever growing group of intermediate pundits.

Al Whiffen entered the R.A.F. qualifying contest at Bicester and came 5th overall. A tactical error cost him 4th position.

Successful trials with the shuttle launch system have resulted in the expenditure of real money and we have invested in two Packard Straight Eights and about 6,600 ft. of piano wire.

Apart from the Packards, we have acquired an old coach, on which Pete Dawson intends to mount a winch, and an Austin 16 for towing cables. Our entire fleet of M.T. now consists of: Daimler ambulance, Humber Super Snipe, Land Rover, two Packards, Austin 16, 32 seater coach and a Ferguson tractor.

New members in the club are "Duke" Edinburgh and "Blue" Parker, to whom we extend a warm welcome.

A. H. W.

PORTSMOUTH NAVAL

WE must congratulate Humphrey Dimock on coming 11th in the Nationals and wish him an even higher placing next time. He also came second in the Northern Gliding Championships, losing by a mere point.

Our Skylark was taken to the Northern Championships by Jim Gunter and Trevor Thomas, without much success. Better luck next time!

The Olympia 2B has now arrived. This aircraft, together with a similar one now at Yeovilton, was bought by the R.N.G.S.A. through the generosity of the Nuffield Trust for the Forces of the Crown. Several of the Tutor pilots have converted to the Olympia and are enjoying the experience.

Mike Berridge took the Olympia to over 4,000 ft. recently — unfortunately without a barograph.

We have acquired a second-hand car, with a V8 engine, with a view to undertaking more auto-towing. The engine is at present being overhauled to provide a few more horses under its bonnet.

L. D. V.

RED HAND (Ballykelly)

CONTRARY to many people's thoughts, Ballykelly has not been under water for the summer; nor is the object taking shape in our hangar an ark, in fact the builders assure us it will turn into a trailer! Although we have not put our activities into print, they have been going from strength to strength.

During the summer, such as it is in Northern Ireland, 16 members have gone solo, including Ruth Hindley and

Brenda Avis, our first lady members. Of these, five have gained C certificates and Colin Wray and Gordon Mackie have both soared for five hours and skywards for their Silver height and duration.

Worthy of special mention is Geoff Snell's C flight, which was gained in wave from an auto-tow launch. On this day, both the Tutor and the T.31 were to be seen together at cloudbase, having been lifted there by wave.

Several long thermal trips have given most members a fair crack of the whip, not least Mike Luck and John Prince, who wound the T.31 up to 4,800 ft. in the course of an hour's flight!

Already we are feeling the effects of postings. George Iley, our retiring secretary, goes to Kinloss and Ken Edwards and Geoff Snell to the Moonrakers', at Upavon.

We particularly thank George and Ken for the good work they put in during the formative stages of the club. Visitors have included Dave Innes from Kinloss and Pete Hanneman from Gibraltar and several members of the Dublin Gliding Club.

During the period club members have visited the Wave Project, the R.A.F.G.S.A. Centre and the Nationals, gaining useful operating experience, which is being put to good use at Ballykelly.

For the future, Scott Anderson is rarin' to go with the Chipmunk, due at B-K any time, in order to make more regular use of the waves which abound here, and a winch has been set up on Limavady airfield as a stepping-stone to the ridge.

Overall the outlook is good, with hopes of Gold C heights and Silver C durations to be had for the majority of members.

J. T. P.

WINDRUSHERS AND R.A.F.G.S.A. CENTRE (Bicester)

SINCE the last news-letter the Centre has held one ab-initio course and one instructor's course. At the time of writing Ted Stark is running an ab-initio course for members of the Army Staff College.

Agreement has now been reached with the B.G.A. that instructors gaining an R.A.F.G.S.A. B Category at the Centre will qualify for a B.G.A. Instructor Category. This standardisation of instructors is in the interests of the gliding movement as a whole.

Also in the instructional field, we have equipped our Eagle for blind flying. This has been done by making a thin plywood partition which locates on the screws at the top of the rear instrument panel and in close fitting inside the canopy.

The rear perspex is wiped over with Brasso, which dries white, but can be later polished off without difficulty. Sitting in the back is rather claustrophobic, but very effective, and we hope that it will improve the general standard of instrument flying.

The August Bank holiday week-end was taken up by the R.A.F.G.S.A.



The Capstan is rigged at the Swindon Club with the help of Andy Gough.

Novices competition, which is reported on page 324.

The pundits nobly turned to and organized the competition, both flying tug aircraft and working on the ground. However Pete Hanneman took a day off and got his Gold C Distance with a complicated dog leg.

Other recent flights include a Silver C Distance to Oakington by Cpl. Donegan, which was noteworthy because he did not take off till 5 p.m. but still climbed to 9,000 ft. on the way. Cpl. Donegan has also been selected for aircrew and will soon be spending even more time in the air.

R. P. S.

Overseas News

CANADA

WHILE staying in Canada I found time to spend a couple of hours (Sunday, 29th July) with the Edmonton Soaring Club, Alberta.

The president is Edward (Rawdie) Zarudski, an old member of the Surrey Club, who talked with obvious nostalgia of the good old days at Redhill. The club is situated some 10 miles out of Edmonton, and use a field some 1,250 yds. long by 50 yds. wide, which means that aero-towing is the only really suitable method of launching. A recent freak storm uprooted the club hangar complete, moving it 100 yds. before returning it to the ground in a heap of rubble. Some five sailplanes and two tugs operate from the strip, including a TG-2 (two-seater) and a 1-26, both club owned. The three private gliders include a 1-19 and two Brieglebs, a BG-7 and a BG-12. The BG-12 is a brand new ship, with a reputed gliding angle of 1 in 30. It also has adjustable trailing flaps, which can be used when thermalling (15° or 30°) or as air brakes (60°); it is interesting to note that no change of trim was reported with any stage of flap.

Rawdie also gave details of a most interesting 395-mile flight from Panther Creek to Moosjoe, near Rejoiner, just prior to the Canadian Nationals by Odett. The flight commenced with a wave climb to 28,000 ft. a.s.l., then thermals for the remainder (shades of Nick Goodhart in reverse!) to establish a new Canadian National Distance Record.

E. STARK

Anthea Russell writes:—

A small club has just been formed in Winnipeg and they have so far one Schweizer glider which looks not unlike a Baby Grunau. They are at present very handicapped because they cannot find a good field to fly from and are solo training from a car launch in a marshy field.

Every effort is being made to find a suitable place to aero-tow from before a Kranich and a Baby Grunau arrive from Sweden.

I went to Wirden, where a club was started last year, and found a two-seater hybrid glider being used entirely for circuit training. Unfortunately they have not yet explored the delights of soaring.

Good thermal weather is continuous here, and the weather most days is above good English standards. Three week-ends ago I went out to Regina, where the National Championships were being run using the international airport. The gliders used a part of the field aside from the runways and the tower gave the O.K. by radio for each take-off. 18 entrants and three tugs—they were all in the sky in just over an hour. The Sunday I was there they went to Minot for a race Diamond Goal distance which, I gather, three gliders accomplished.

The following day 10 gliders made their goal to Wirden, a mere 200-odd miles, shattering the pilots at that club who did not believe such a thing possible, in a clear blue sky.

I will never be at a loss again to think of my most embarrassing experience! Last night I found myself dancing a waltz 6 x 360 degree circles in a Champion aeroplane on the main active runway of the busy international airport of Winnipeg!

Somehow the back wheel refused to swing round and the rudder was useless. Luckily I had pulled up before starting to turn. I had to be rescued by a van containing my instructor, who seemed to be able to taxi the beastly machine with the greatest of ease!

I am doing my P.P.L., which in Canada is a very high standard. Of course flying in the same circuit as all the air liners, Air Force jets, transport machines, not to mention the many light

aircraft, is a terrifying experience compared with flying on a private field. We are all tower controlled all the time. I find it very nerve-racking.

HOLLAND

FOR gliding the first week of June was ideal. On June 1st, besides the 10 Diamonds achieved by competitors in the Nationals (5 distance and 5 goal), our German friend Eckard Bruns (who also visited England in his cycle-engine-propelled Spatz) completed his Diamond badge with a 500 km. flight.

Dekkers and Kretzer flew from Hilversum to Reims on a Ka7 (327 km.), setting up new two-seater records for both distance and goal.

Two days later the same machine did exactly the same flight, this time flown solo by Munnig-Schmidt. Chairman Hühne of the Hilversum Club flew 348 km. on a Skylark 2.

Also on June 3rd, Puck Smits flew from Eindhoven to Lagnes, near Paris (350 km.), and J. Huberts completed his Gold C with a 322 km. flight from Venlo.

On June 6th, I. Kassai flew 346 km. and van Eck 350 km. from Terlet. The next day Terlet instructor Jan Minoli flew 305 km.

So far this year 31 Silver C's have been completed, in spite of the very cold and stormy summer. On July 22nd, H. Fernhout flew from Teuge to Boberg (Diamond goal).

The selection for the Argentine has been made. Holland will send three teams, with Terlet director Menno Manting as team captain. Pilots will be: Ed van Bree on Sagitta, Jan Selen on Sagitta or Ka6, Arie Breunissen on Skylark 3, with Jos Krols as reserve pilot and team member. The Sagitta will also compete for the OSTIV prize.

J. TH. V. E.

U.S.A.

A NUMBER of Diamond badges have been completed recently. On June 10th, Rudolph T. Allemann made a 325-mile three-legged flight in a Ka-6CR to become the 19th U.S. Diamond badge holder with international No. 239.

During the very successful National Championships at El Mirage Field, Calif., three more pilots made flights which should complete their Diamond badges if all the paper work is approved.

Jack Lambie flew a BG-12A 327 miles on a goal and return task and on the same day Dick Schreder achieved a Diamond altitude climb in his new HP-11.

The following day Ed McClanahan made 313 miles in his 1-23H on a free distance task. Five other pilots exceeded 300 miles that day and another four exceeded 400 miles; Schreder 469, Dick Johnson 445, John Ryan 445, and Graham Thomson 414.

Schreder and Thomson became the fifth and sixth U.S. pilots to have exceeded 400 miles straight out, the others having done it before.

On the first contest day Paul Bikle and A. J. Smith exceeded 400 miles also, along with Ryan and Schreder on a



Ray Parker with his new "T-Bird".

broken-line distance task.

Eleven others exceeded 300 miles. On another significant broken-line distance task, 12 pilots exceeded 300 miles. Paul Bikle had made a 340-mile flight on July 11th while practising for the Nationals.

October 24th will see two SSA Soaring Plaques dedicated in the National Air Museum of the Smithsonian Institution in Washington, D.C. The plaques will list all the pilots who have been issued FAI Diamond and Gold soaring badges by the U.S.

Ray Parker made the first test flights of his T-Bird sailplane on June 23rd and was very pleased with the results. The ship is of all-wood construction and features a T tail.

Some of the basic specifications are: span, 50.67 ft.; wing area, 122 sq. ft.; AR, 21; airfoil, Wortman FX 05 191; gross weight, 675 lb.; and wing loading, 5.6 lb./sq. ft.

Ray was able to compete in the Nationals with the T-Bird, placing 8th.

L. M. L.

INDEX TO ADVERTISERS

Beaumont Aviation Literature	334
Bristol Gliding Club	372
British Aviation Insurance Co. Ltd.	333
British Gliding Association	314
CIBA (ARL) Ltd.	312
Classifieds	352, 353
Cobb Slater Instruments	316, 351
Conder Engineering Ltd.	336, 337
Cornish Gliding Club	372
Crossfell Variometers	351
Derbyshire & Lancashire Gliding Club	372
Gallaher Ltd.	Back Cover
V. Ginn Ltd.	306
Irving Airchute Ltd.	353
Kent Gliding Club	Inside Back Cover
Lasham Gliding Society	Inside Back Cover
London Gliding Club	Inside Back Cover
Midland Gliding Club	360
Motoimport	322
Ottley Motors Ltd.	348
Schempp-Hirth	330
Schweizer Aircraft Corporation	356
Scottish Gliding Union	Inside Back Cover
Shell-Mex & B.P. Ltd.	Inside Front Cover
Slingsby Sailplanes Ltd.	302, 317
Speedwell Sailplanes	323
Southdown Aero Services	306
Surrey Gliding Club	Inside Back Cover
Thermal Equipment Ltd.	341
Thos. Black & Son Ltd.	338
Warren Storey	355
Western Warehouse Ltd.	304
Yorkshire Gliding Club	Inside Back Cover

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