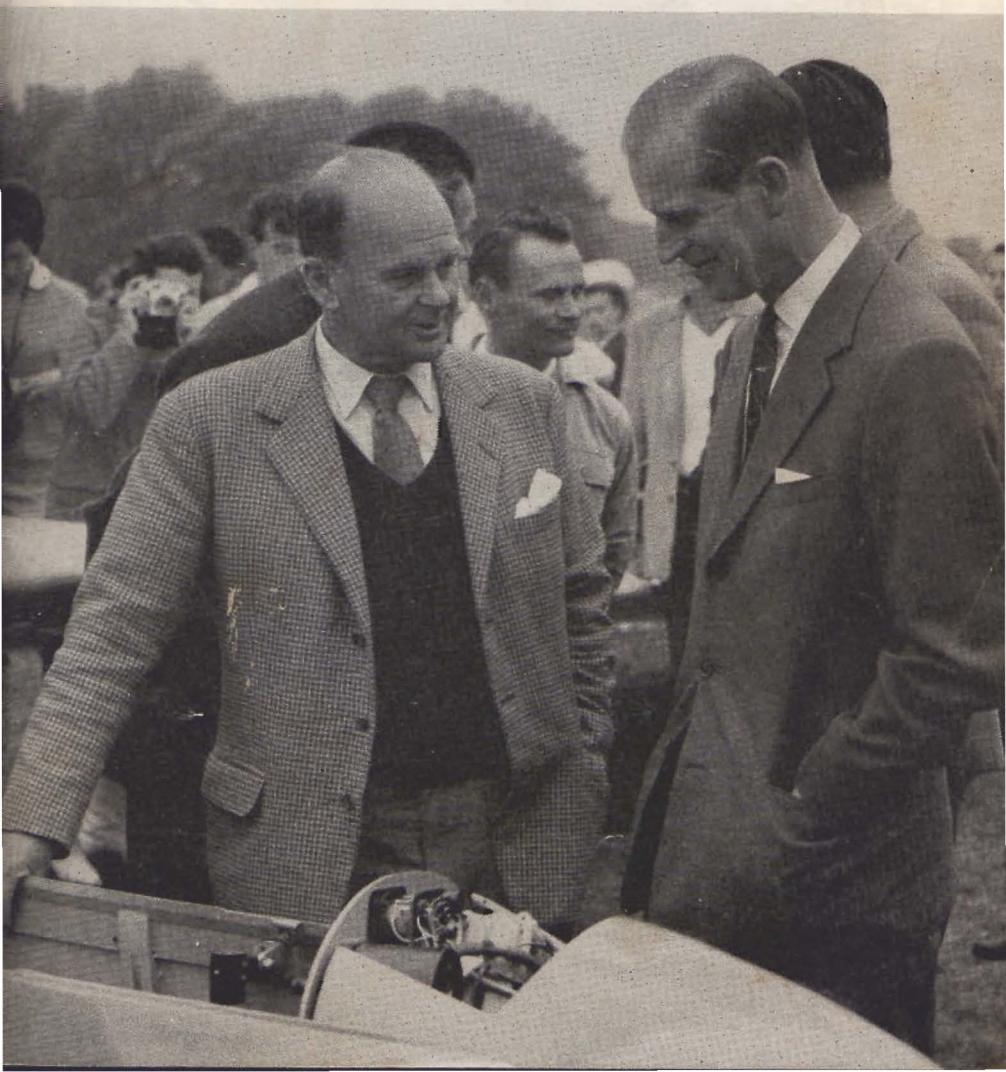
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Cover Photograph: H.R.H. Prince Philip talking to Peter Scott standing by his Olympia 419 in which he won the Championships. Photograph courtesy of *Farnham Herald.*

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A Most Agreeable Competition



by Peter Scott

TELL me, Mr. Scott, to what do you attribute your success in the 1963 Nationals?

Sir, I will give you eight answers:

1. To my crew, who understand that their relationship to their pilot must be that of a farmer to his prize pig.
2. To my glider, which is the best kind ever built for British skies.
3. To the bad luck which led John "Willie" to do some ridge-soaring on the last contest day.
4. To the good luck (for me) that Nick Goodhart and Tony D-D. were not competing.
5. To the fact that I had less bad luck and more good luck than anyone else in League 1.
6. To the 2X rule for determining contest days.
7. To the cancellation of all flying on Whit Monday, because of the strong wind, when I was ahead on points.
8. To the fact that my instruments were all working properly for the first time since August 1960.

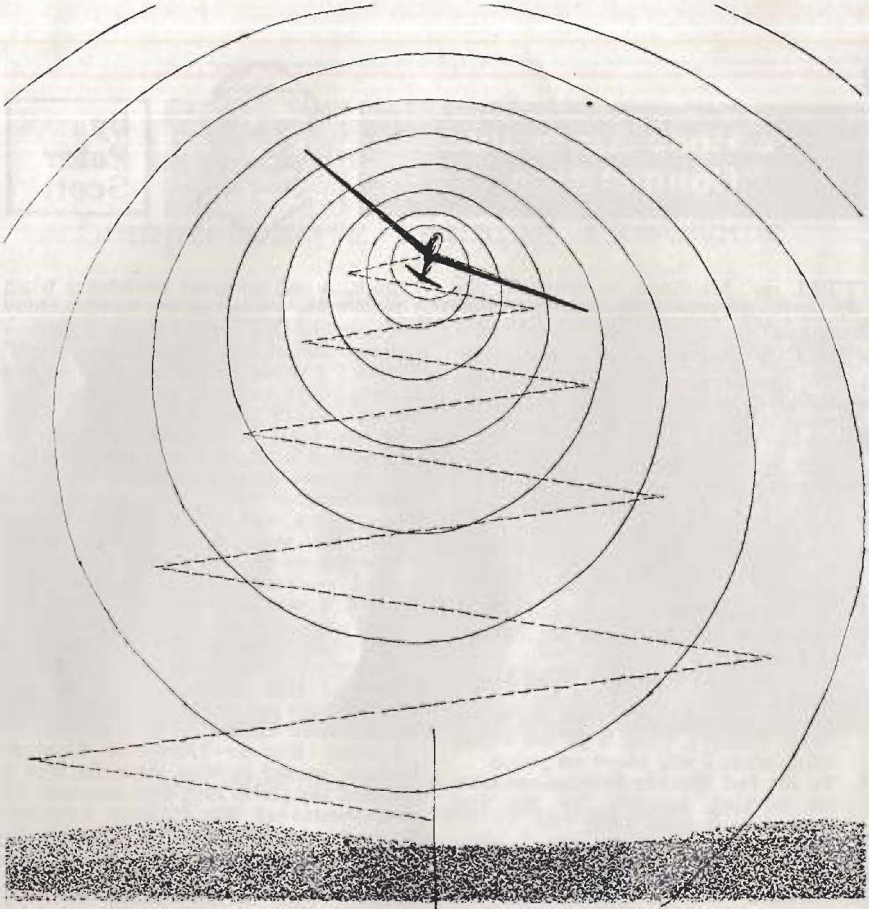
If any one of these things had been otherwise, I greatly doubt if I should have won.

If belt and braces are the insignia of the pessimist, what, I have often asked myself, is the meaning of three variometers on one panel—the more particularly if each of them says something different? But this year, thanks to the ministrations of Ken Fripp and George Burton, the three little needles made some sense for the first time since they were installed in my Olympia 419—Crossfell (with audio) and PZL (with speed ring) each with total-energy diaphragms, and a Cook without. Now at last if all three show "up" it means you really *are* in a thermal.

After only two cross-country days at Swanton Morley at Easter and two dreadfully slow Thruxton-Welford triangles on the two days before the Comps., I had no great confidence when I set off from Lasham on Sunday, May 26th, to fly the first League 1 task—Out-and-Return to Sherborne Girls' School. I made reasonable time to the turning point, but tried to be clever with the sea-breeze front on the way back and almost came unstuck. At 600 ft. as I legged it inland I was rescued by a tiny thermal exactly over the top of a cricket match just north of Romsey. The players looked up as I began to circle, but soon resumed their game. There was no wind whatever, and by the time I reached 6,000 ft. in the same thermal I was still directly above the cricket match, having watched four overs which contained two wickets and some boisterous scoring. With 821 points I finished 10th in the race, in accordance with my competition number. John Willie scored 1,000.

Lasham - Bicester - Dunstable - Bicester-Lasham, mostly in blue thermals, was a splendid task, with only two moments of anxiety—one at 900 ft. over Leighton Buzzard which brewed up superbly to get me round Dunstable and straight to 7 knots up (marked by the Ka-7 soaring locally). Then on the last leg when the day was dying I heard talk of others in trouble and had to accept 1½ knots up to creep away from 1,200 ft. between Thame and Oxford. The temptation to take over-generous height at 4 knots up over Reading was irresistible and I flew in from there at 100 knots to find that I was first home. Then followed an hour of high excitement sitting at the finishing line and gazing north as the field came streaking over our heads. This is a spectacle which with a little ingenuity could be given first-rate spectator appeal. A board with the starting times and a clock above it, with a knowledgable commentator and some quick arithmetic, are all that would be needed.

"John Willie's got two minutes to go to beat the best time so far—but he's





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not in sight yet . . . Ah, here's one coming now. If this is him he can still do it. No, it's not him . . ." And when John Willie arrived he had taken longer than me and no-one else had taken less, which put me second to him in the aggregate points.

Then bad weather stepped in for a couple of days, followed by an abortive Welford-Thruxton triangle which, sadly for David Ince and Ian Strachan who passed the second turning point, though happily for the rest of us, was "no contest". As we were derigging near Wickham a few miles past the first turning point, "Rocky" Stone, lying a close third in aggregate points, sailed directly over us at 400 ft. with the wind behind him and disappeared into the haze, occasionally circling in weak lift. But next day the scoreboard was unaltered—there was still a heartening 2 opposite No. 10. I am all for the 2X rule.

On the Friday I started much too early in the over-optimistic belief that the 300-km. triangle Sherborne-Nympsfield might still be on, although my first flight had lasted a bare 20 minutes. The result was an unnerving scrape with low points at Micheldever and Stockbridge. Soon after the second as I climbed sheepishly away I heard a sad little *cri-de-coeur* on the radio. "Philip to Kitty. Have landed in the field behind the Pheasant Hotel". A few moments later came "Kitty to Philip. Do you read? Over". Our Chairman and his wife were *not* in radio contact. He had landed prematurely on both the first and second contest days, and now he was on the ground with 30 or 40 miles out and it was well past mid-day. In a fit of wholly misguided bonhomie I passed Philip's position to Kitty and duly told him she had received it.



Finishing lines are always exciting

Photo by W. F. Jordan

Meanwhile I flew over the centre of Salisbury without a sign of a thermal and pushed desperately on. Six miles beyond I found a difficult one (together with Dave Spottiswood) which got me above 3,000 ft. for the first time. I took it finally to 6,000 ft. from which I reached Sherborne at the prescribed height and turned north into a dying sky. The weak climbs drifted me out into the stable Bristol Channel air. I crept past Bristol to land at Pucklechurch, still in radio contact with my crew on the Cotswold Edge above, so



"most agreeable"
Photo by A. E. Slater

that they had joined me within minutes. Meanwhile Doug Jones in his Skylark 3 had also landed in my field, and for the second time in two days I watched "Rocky" Stone in his silver and blue Skylark 4 pass over (with a cheery wave) at a couple of hundred feet to clear the rise and fly out into a marsh two miles beyond.

With the Olympia 419 safely in the trailer we set off for Lasham and switched on the radio to see who was still flying. "Philip to Kitty. Am at position B12, 2,000 ft. Passing over a heartening number of gliders on the ground". Then with delight in reply to a report from Kitty that she had just passed John Willie on the ground. "Oh *NO*!" But where was B12? I called Philip from the car to ask and he was still 14 miles short of Nympsfield. Furthermore the sky was now quite dead. Just after Sherborne he had apparently found a big cloud and climbed to 10,000, and he finally landed just short of Nympsfield for 1,000 points. Although I was 10th I had 895 points and was still second, closer to John Willie, but with "Rocky" closer on my heels.

Saturday was the race to Dunkeswell via the White Horse on Hackpen Hill south of Wroughton, with good thermals few and far between. Having recently taken my family to picnic at the Horse well known to me since boyhood, I had no difficulty in finding it. But not long after I was flying in flat air over Trowbridge at 1,200 ft. cursing myself for having spurned 200 ft. per minute a few miles back. A village south of Trowbridge made a strong thermal just as I was abandoning hope, and showed once again the astonishing luck which stayed with me throughout the Comps. Little time had been wasted. In the hazy conditions I was glad to be familiar with the approaches to Dunkeswell from the competition there last August. My 979 points (after a starting time discrepancy had been cleared up) brought me to within 10 points of John Willie.



Courtesy "Evening News"

Whit Sunday was a goal race of 136 miles to Chivenor, just beyond Barnstaple, down a 30-kt. wind. The lift was good, but again the strong ones were far apart. About 25 miles from the goal with the coast line to the north doing strange things to the air, I needed another 500 ft. for my final glide and wasted four or five minutes in weak and broken lift getting it. Then on track again with the necessary height I flew into an unmarked sea-breeze front. For about five miles I flew at 90 knots going up at four knots. The approaches to Chivenor were too turbulent to fly faster than 90, with the result that I crossed the finishing line at 1,600 ft. As I came within sight of the aerodrome there was one tremendous question. Would John Willie, who had started, I knew, a few minutes before me, have arrived? Five gliders were on the ground. One was a red Olympia with white wings and day-glow strips on the tips. But there was no white panel on the fin and rudder. It was not John Willie's glider. This discovery must rank among one of the "golden moments" of my life.

Not long afterwards John arrived, having spent 10 minutes ridge soaring west of Merrifield. "Rocky" Stone came in a while later, having postponed his take-off time. His time was slower than mine. I was now leading in the Comp., although a brilliant record-breaking flight by Ian Strachan, seven minutes faster than mine, won the day and left me with only 919 points. Another masterly flight by John Delafield in a Ka-6 brought him into third place in the Open competition (as well as maintaining his commanding lead in the Standard Class).

That night as we drove home the wind cheerfully buffeted the trailer, and next morning the branches of the trees in Alton were flailing in half a gale. The sight gave me a great deal of pleasure.

It remains only to be said that no pilot can have been so superlatively well crewed as I was by Mike Garside, and at various times by my dear wife, Liz Douglas, Chris Sellick, Alathea Delme-Radcliffe and Malcolm Ogilvie.

Altogether a most agreeable competition!



Kimberley Revisited

and the BJ-2

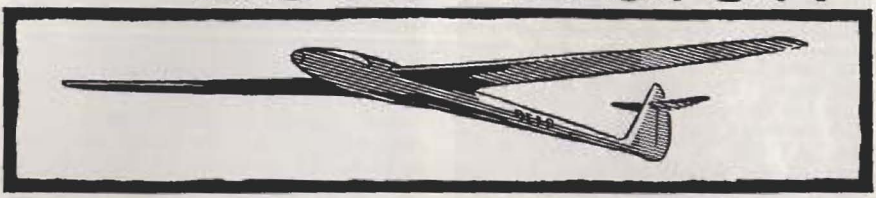
by DENIS BURNS

AT the end of 1962 Heini von Michaelis visited us in England while on a painting commission for an American millionaire. Heini was at that time captain of the Capetown Gliding Club, and having arrived freshly from Johannesburg, where he had been flying the BJ-2, gave forth that Pat Beatty and Fritz Jokl, the designers of that outstanding glider (see SAILPLANE AND GLIDING, April 1962, p. 112) might be willing to sell her, as they wished to proceed with the BJ-3, an even more advanced conception.

After Heini had gone back home, correspondence between Anne, Pat Beatty and Heini indicated that it might be possible to sell our Skylark 3 in South Africa and come to some arrangement anent the BJ-2.

Christmas found us in Johannesburg with our Skylark 3 already waiting there,

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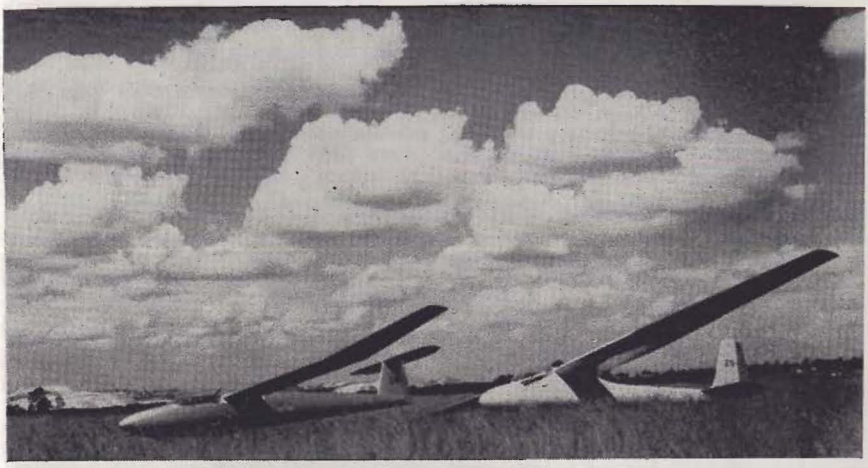


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The BJ-2 and the Skylark 3 shown side by side. More pictures of the BJ-2 on page 113 of our April 1962 issue.

thanks to Yvonne Leman's generosity in providing a tow-car and Gordon Albu's kindness in towing her up from Durban.

Next day found me thermalling up over Baragwanath aerodrome (the home of the Jo'burg Soaring Centre) in Anne's Skylark 3 underneath Pat in the BJ-2. It was at once clear that there was nothing to choose between the gliders as regards thermalling ability. At the top Pat peeled off in the direction of the Golden City at some 60 kts., followed by myself. After a few miles Pat was getting very high above me. This is max. glide speed for the BJ-2 and somewhat faster than max. glide for the Skylark. Well, had not Boet Dommisse said so? What of higher speeds? Soon proven this, as Pat waited about for me to climb up to him about 5 miles out from Baragwanath. From there I vectored on Baragwanath and set off at as steady a 90 kts. as could be held, there being still some lift about. On checking altimeter readings with Pat after landing, I came to the conclusion that, as he had arrived over the aerodrome some 750 feet above me, his glide angle at 90 kts. was approximately double that of our Skylark 3. Performance-wise, there was clearly something to be said for Fowler flaps, as the BJ-2 is a mere 15 metres span.

Next day we all left for Kimberley to start the real thing, or as we thought.

On the third day there, Anne let me have her Skylark 3. Pat, Boet and myself all declared a 300-km. triangle. The result was: Pat (BJ-2), 3 hrs. 10 mins.; Boet (Austria), 3 hrs. 35 mins.; myself (Skylark 3), 4 hrs. 15 mins. Up to the first turning point we were all three very fast at about 60 m.p.h., with Boet probably the fastest. The reason for this was that while lift up to cloud base was 4 metres/sec. approximately, in cloud it was considerably greater, maybe 6 to 7 metres/sec. Boet and I worked the clouds, but Pat did not, having no desire to have his leading edges ruined by any light hail that might be about. I kept up 80–90 kts. interthermal on this leg. Halfway along the second leg things deteriorated, it being no longer worth while going into cloud, and ultimately for about 30 miles round the second turning point there were no clouds at all and only about 1 to 2 metres/sec. clear-air thermals at best. I got very low by flying too fast, and finally started to "scratch". Pat, on the other hand, starting from about 8,000 feet above deck, cleared all this poor stuff at maybe 60 kts. maximum glide and was round the second turning point with ample height to get to the good

stuff again in one glide, ready for a fast fly into Kimberley from one last powerful thermal. This "gap crossing" ability of the BJ-2 at a reasonably high speed is its major competitive advantage, it seems to me, as even in Africa one runs into poor areas and it is *here* that the race is won or lost. The Austria, too, has this ability of course, but to a somewhat lesser degree. (The Austria is referred to in South Africa as "the poor man's Sisu"—an apt term.)

The next day Boet has already mentioned in SAILPLANE AND GLIDING (June, p. 227); Pat and he all narrowly missed world records on tasks greater than the weather justified. Bobby Clifford set up a world record 500-km. triangle in slow time in a Ka-6. Boet was short by 30 miles on a 700-km. out-and-return, as was Pat, who paid the penalty for starting too late. Anne flew more than the 500 km. of her declared triangle but was forced off course in the last 20 miles looking for lift under dying clouds that didn't work.

Boet opined that with the light south-westerly wind that day Veretennikov's World Goal Flight Record (714 km.) was on, but nobody tried it, such is the call of home in these "closed circuit" days.

There followed for the rest of the time continuous over-development quite unsuited to the BJ-2, much to Pat's chagrin. Anne essayed another 500-km. triangle, taking two Diamond climbs on the way, but quit on the second leg, skulking along the edge of much thunder and lightning (African fronts extend for hundreds of miles). Tim Biggs was also operating at Diamond height level but also wisely returned to base. These two pilots seem actually to *enjoy* the prospect of departing from this world "*sans* cremation expenses", so to speak.

These goings-on were not at all Pat's idea of heaven for the BJ-2, and in the early part of these "thunderstorm" days he started Anne off on the BJ-2 before the Kimberley area completely over-convected. He also let me fly her. Everything that Heini had said back in England proved true. Never have I felt so happy on a new type. The stick and rudder are better co-ordinated than on any glider I have flown, including the Ka-6. Anne was enchanted and promptly knocked off the British 100-km. triangle record in poor weather and came near on three occasions to the women's world record for this task.

A representative flight cycle with the BJ-2 goes as follows:

Take-off is with the Fowler flaps right out and half down. Retraction of the streamlined wheel and skid requires some force (while lowering it requires no effort). On release from tow, one winds the flaps back to fully out and no angle and searches for a thermal at about 50 kts. On running into lift one pulls back speed first to 40 kts. or less to relieve the otherwise excessive flap operating force and winds out half total down angle (not critical). One centres in the lift at 40 kts., at which setting of the geometry she is about the same to thermal as an Elliotts 419, but with an infinitely superior rudder control. At the top of the climb one pushes off with full flap but no down angle for weak thermals; but above, say, 2 to 3 metres/sec. it is better to use no flap at all inter-thermally, as the best inter-thermal speed is now greater than 60 kts.

Similarly on final glide no flap at all is best down to 60 kts. (max. glide speed). Below this speed full flap and

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no down angle is probably good enough, but here of course one would be gliding in at the end of the day with little prospect of a further thermal. Normally Pat came tearing in much faster than this, his finishing glides at 90–100 kts. looking unbelievably flat. I never had the pleasure of doing this from 20 or 30 miles out, but it must be an extremely exhilarating experience.

On approach to land, one winds on full flap angle and pulls the first 'chute over the boundary at 200 feet or so, and the rest of the landing is routine at a steady 50 kts., hauling off to 40 kts. or so for the float before touch-down.

There are thus only three basic flap settings to remember, which does not unduly complicate the pilot's work load in a South African cross-country where big climbs are routine. I felt, however, that there would be many days in England (where the operating height band is so limited) when perpetual flap winding might tire one physically and even confuse one mentally at the end of a tiring flight.

Parachute reliability was normal for gliders—that is to say, not really consistent. (I feel that this is because the parachutes used are of small diameter—the big fellows used on R.A.F. fighters are consistent, as anybody who has watched the Lightnings at the Farnborough Air Show knows.)

On the BJ-2, if the first chute candles it is easily felt and is first jettisoned before ripping the reserve. If the second chute candles the float is excessive, equivalent to trying to land a Skylark 3 with air brakes inoperative, which, of course, is not on in a small field.

The stall characteristics and incipient spin recovery I found normal at all flap settings. All in all, a wonderful bird to fly, except for the flap operating forces at any speed above about 55 kts.

Anne and I thought we would be happy to fly her in a reasonable cloud, as the controls are so harmonious, and that she would be quite manageable in England except for the maintenance.

The camp at Kimberley came to an end with Heini von Michaelis making a fantastic flight for his 500-km. Diamond distance when nobody else thought the weather worth while save "Bomber" Jackson (a new man on the South African scene, an air line pilot, and like our own A. J. Stone dead keen). "Bomber" clinched a meritorious 300-km. triangle for his Diamond goal just to show the pundits.

Technical Committee Notice
Certification of EoN Type 460

All variants of the EoN Type 460 have now been fully certificated by the Ministry of Aviation. New aircraft will normally leave the factory with a M. of A. Certificate of Airworthiness in the Private Category, permitting cloud flying and the usual semi-aerobatic manoeuvres. The B.G.A. Technical Committee has agreed with Elliotts of Newbury, Ltd., to issue a B.G.A. C. of A. for such aircraft, should owners wish to change from M. of A. certification.

The usual B.G.A. renewal procedure should be followed, and the original C. of A. should be sent to the B.G.A. with the INSP/2 form and the renewal fee of £2 2s.

Any queries of an airworthiness nature raised with the B.G.A. Technical Committee will be dealt with by the B.G.A. and Elliotts of Newbury, Ltd., in conjunction with the Air Registration Board, the authority recommending approval of the type.

F. G. IRVING,
Chairman,
B.G.A. Technical Committee.

The Dutch Competitions

AMONG 30 participating gliders were six Ka-7s, four of which were flown with two up, three Sagittas, five Ka-6s, seven Ka-8s and nine Skylark 2s.

During the contest period from May 27th to June 7th, only six days resulted in competition days. Task-setting was restricted by a marked north-easterly wind to four Races, one Out-and-Return and one Distance along a Set Line.

The marking formula for races, modified in order to lay more stress on speed, has certainly worked out in the way the Organisers had hoped.

First day's task was an Out-and-



From l. to r. Menno Manting, Wim Ruth (Avro Broadcasting), P. Piepers, F. Seyffert and H. de Haan, A Dekkers and Miss Dekkers.

Photo by J. Robinson



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

Return to Hilversum, total 112 km. Cool air coming in from the Zuider Zee spoiled soaring conditions near the turning point and nobody finished the task. M. Breunink (Arnhem) gained 1,000 points for the longest distance.

The second task, a race across wind in a northerly direction to the new "Polder" gliding site "de Voorst", 70 km. away, was won by F. Seyffert and H. de Haan in a Ka-7. Newcomer v. d. Stroom (Hilversum) finished a good second.

Seyffert and de Haan proved to be the racing specialists in winning another two daily maximum scores for races to Seppe 110 km., and Woensdrecht, 130 km.

Another Ka-7 team, A. Dekkers (Hilversum) and his daughter Ineke, were first on a Race to Keiheuvel in Belgium, 107½ km.

The last task on Whit-Monday, Distance along a line from Terlet through Ghent in Belgium, found many pilots struggling. Thermals were not easy to locate, and with a slight cross-wind many pilots landed in the region of Antwerp, and only Frans Luxembourg (Arnhem) succeeded in passing Ghent to score 1,000 points for the day, covering 222 km.

This contest did not count as a National Championship, as it was considered to be a meeting for beginners and for those who were less fortunate in previous competitions.

Leading final scores:

		Points
1. F. Seyffert/H. de Haan	Ka-7	5632
2. E. P. Piepers	Ka-8	4631
3. A. Dekkers/Miss Dekkers	Ka-7	4607
4. F. Luxembourg	Ka-6	4187
5. J. Mölling	Ka-8	3864

On June 1st, when our pilots were on their way to Belgium, three pilots from Hamburg landed at Terlet, finishing their 327-km. goal flights, while two others nearly made it.

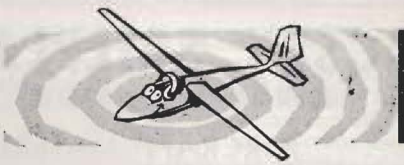
On our radio we often had unseen contacts with numerous German pilots who were having a contest at Oerlinghausen. On one day 38 Germans were on their way to western Holland, partly covering the same route as our competitors. It looked as if the "gliding types" set a demonstration for European integration.

M. J. MANTING.

Bird Man's Radio

Glider flown by Philip Wills in National Gliding Competitions was equipped with Skycrafter VHF Superphone Radio. Enquiries to CSE Aviation Ltd Oxford Airport Kidlington Oxford Kidlington 3444

Mallard to Drake Do You Quack???



by Philip Wills

Reproduced with acknowledgments from "The Times"

I HAVE just fitted radio into my glider, after resisting the temptation for fifteen years because I am not an electronic expert and cannot understand anyway why a radio transmitter should need more looking after than the home wireless receiver. But at last a friend assured me that a set was available which you could fit and forget. So I fell.

The main idea is to make it more fun for Kitty. Kitty is the wife who has to chase me with a trailer when I fly across country, fish me and my glider out of the field I land in, and bring me back. She has now exceeded 100,000 miles in this open-ended egg-and-spoon race, so it is possible to think she needs a break.

Pre-radio, the form is for her to set off when I do, along my line of flight, telephoning back to base every hour. No news, and she carries on. When I land, I ring back to base, so the next time she does so she gets my message. It means a lot of small change for Kitty, to activate roadside telephone-boxes.

With radio in car and glider, all this is different. for (in theory anyway) she can keep in touch as I go along and follow on (or under) my heels. But there are snags.

In the first place, the Post Office only offers glider pilots one wavelength on the Very High Frequency band. This has two main effects. First, every other glider pilot with radio is on your wavelength, so the air gets pretty crowded with chatter, which has to be kept to a minimum, or life becomes too confused altogether. Secondly, your range is limited, like a searchlight, to "line-of-sight", so that the higher you are the further you can communicate.

This of course means the converse—the lower you are the less far you can talk, and as you really want to get through to Kitty most of all just as you are down to a few hundred feet, and finally committed to landing in a field near Nether Mudwallop, it is most frustrating that at that very moment you are both struck dumb.

Nevertheless, car and glider were equipped, and we set off on our first cross-country. Airborne, I switched on. The loudspeaker is concealed behind my instrument board. Up to now one of the charms of gliding has been that you are alone, very much on your own. But now the nose of my glider became filled with voices.

Suddenly a girl's voice said, very rapidly, "Beep beep!" and a man replied "Beep beep!" This somewhat Martian exchange apparently conveyed all that

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was needed, because that was the end of that conversation.

Then Peter was in the cockpit with me. "Mallard to Drake, do you quack? Over". Philippa replied "Loud and clear. Over". Peter—"2,500 feet, A.20 over". Philippa—"Am approaching position K. Out".

Heavens! What could I say? No prearranged concentration of coded messages. No esoteric interchanges. I was the new boy, on his first day at the bottom of the fourth form.

"Philip to Kitty. Am at 3,000 ft. over the western outskirts of Norwich, Over". Kitty—sounding rather miserable and unhatched: "Thank you, Philip".

But she cheered up when she rounded the next bend of the road, to find Phillippa and trailer waiting by the cross-roads—the mystery of position K out of the bag.

The flight went on, and eventually I came unstuck. Too busy to get through to Kitty, I selected a large muddy field and landed. It was drizzling. "Philip to Kitty—do you read?"—No reply.

An idea! Born, perhaps, of Telstar. "Does *anyone* read poor Philip?" A comforting voice from a glider, still airborne: "Humphry to Philip—loud and clear".—"Humphry, could you contact Kitty and ask her to come to a point three miles south of Aylsham?" The reassuring sound of Humphry relaying my position to Kitty, whose reply was still inaudible to me.

About now three would-be-rescuers came squelching up through the mud and rain and peered through the streaming perspex of my cockpit at me. "Can we help? Are you all right? Can we give you a lift to a telephone?" "It's all right thanks", I replied from my haven, comfortably lighting my pipe, "I'm just waiting for my wife to come in range, then I can direct her here". "Lord", I heard one chap mutter to his friend, "wish I could treat my missus like that!"

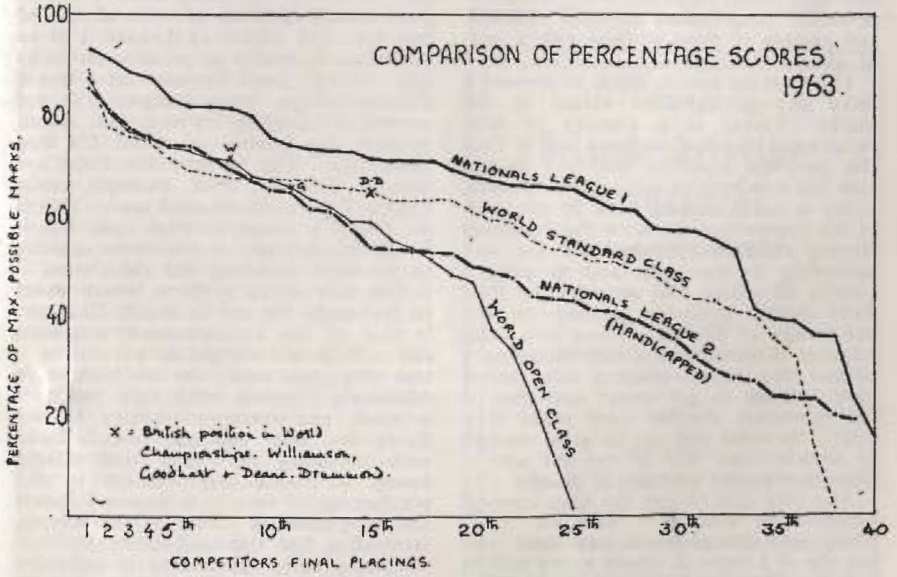
Ten minutes later Kitty said: "Am now three miles south of Aylsham. Where are you?"; and five minutes later car and trailer drew to a halt by the gate in the hedge near by. Radio is fun.

National Championships 1963

by ANN WELCH

IT is still surprising that people doing something as imprecise and personal as soaring can, competitively, turn in such close results. Over hundreds of miles, using different clouds, gliders and methods, elapsed times vary in minutes, sometimes seconds, only. What follows from this is that placings alone can give a false impression of a pilot's comparative ability in a contest. A plot of League 1 final scores shows this well. Very roughly 100 points means 3 m.p.h. or 10 miles distance, or simply one thermal found quicker or used more effectively, and there is not a gap of more than 200 points between placings down to 33rd! This closeness of marks means not only that there were half-a-dozen near champions, but that to be only, say, 25th is no disgrace, since there were only 525, or half a day's possible points, between 25th and 10th places. As an example; if John Fielden had reached the goal, however slowly, instead of landing out some 2–3 thermals short, on the first contest day, and flown exactly as he did on all other days, he would have been 15 places higher. Philip Wills came only 23rd and yet won outright on two days. If he had made merely an average performance on the first day, without any other improvements he could have been 9th. All this is not to go in for "ifs" and "buts"—a contest is won by the pilot making the fewest mistakes—but to show that actual points, or even percentage of possible points, give a better indication of a pilot's worth.

With such close scoring, it is becoming increasingly important that the luck element shall be kept as low as possible. Involved in this is the time of launch, both as regards launch interval and the lateness in the day of the last ones off, the accuracy of the timekeeping, and the control of height at turning-points and start lines, the correctness of landing positions, and of course the scoring system. In voluntary-run Nationals, and even in World Championships, probably the most difficult of these to control is the height. This can be done only with





Getting ready for towing out.

Photo by W. F. Jordan

powerful rangefinders capably manned, and enough of them to deal with a rush of gliders at once.

The marking system needs to prevent a fluky day giving false values to the marks. Living in a country of temperamental weather, we have had to face this problem squarely, and our system now has two built-in safeguards. Firstly, a day is not a contest until 20 per cent. of the competitors fly twice the minimum scoring distance (declared on the day according to the task, and at present usually 20 miles), and secondly the total daily points available depend on the percentage of scorers. These two rules between them prevent a day becoming a contest day at all when a few people only manage to get away; and then if the minimum number only make it a "day", its value will not be great enough to enable these few to run off with a disproportionate amount of marks.

The plot also shows the high over-all standard of League 1 with its "tail", which will change places next time with the top of League 2, whose rating will be higher. The two Leagues are not, however, merely divisions in terms of skill of one list. The object of League 1 is to reproduce as nearly as possible the tasks and flying requirements of World Championships, while League 2 is for general competition training, fun, and if possible the chance of Gold C's and Diamonds. This is why the tasks are usually different. For example, only League 2 has pilot-selected goal. This is no longer a championships task, but it is an infuriatingly worth-while exercise in pre-flight planning and calculation.

One task-setting problem which exists in Nationals, but not in World Champs., is that of the forecast really marginal day. With a fortnight to play with, a rest day can easily be declared. In Nationals, however, with only just over a week, and everyone wanting all the flying that they can get, one is faced with declaring No Task, and risking losing a chance improvement in the weather, or to set a task knowing that it will not succeed. This is, of course, frustrating for the task-setter, as it is obviously more satisfactory if tasks are seen to come off. Of task-setting, we

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are extremely lucky in having met. men who understand gliding. The job is best done as a completely co-operative effort between the task-setter and the met. man, and not, as in some World Championships, carried out by a committee with the met. man in the capacity of a forecaster only. Only if the met. man is fully involved in helping to set the task will he really be able to know what detail information to provide.

On crashery, although there were some 350 out-landings, including both field and final gliding into strange goals, there was no flying time lost throughout the entire contests from damage. This in conditions which varied from very high winds to extensive cross-country flying at heights of only 2,000ft. Advert. for someone.

The Progress of the Shaw Slingsby Trust

THE Shaw Slingsby Trust was set up over four years ago, and since many new people have since then come into the gliding world, it may be useful at this stage to describe what it is and does.

The Trust is a charity. It was initially made possible by raising from friends and well-wishers a sum in excess of £35,000 in the form of loans, to enable it, with the consent of Fred Slingsby and the previous owners, to purchase the entire capital of Slingsby Sailplanes.

A main source of the Trust's income is therefore the profits of Slingsby Sailplanes, and on these are in large part based the security of the depositors and the ability of the Trust to support the gliding movement. A further source of income is the growing number of donations and of seven-year covenants which are gratifying evidence of support from gliding enthusiasts.

In its comparatively short life the Trust has been able to make grants and loans to most of the gliding clubs in the United Kingdom, principally for the acquisition of sites and buildings. Husbands Bosworth for the Coventry Club, the new clubhouse at Sutton Bank, the clubhouse and hangar of the Newcastle Club, the recladding of the big hangar at Lasham, and a host of other projects throughout the length and breadth of the movement, have been made possible by the assistance of the Trust.

It must be emphasised that neither the Trust nor Slingsby Sailplanes are controlled by the British Gliding Association, which is governed by a Council consisting in the main of its Clubs' representatives.

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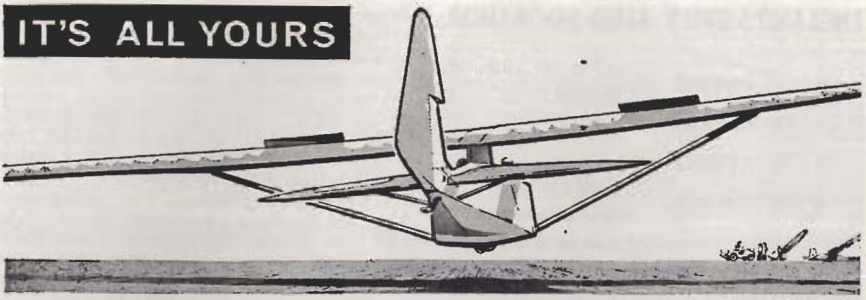
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INSTRUCTORS INTERNATIONAL

THIS September, at Varese in Italy, the first International Instructors' Conference will be held. Its objects will be both to evaluate each other's two-seaters, and to discuss instructional methods with a view to finding some common standards. On both these scores the meeting could be invaluable, provided that it concentrates on enlarging the sum of knowledge, and does not attempt to confine existing information and practice into neat containers.

At present much of the world's glider training is done on slow low-performance aircraft. Generally, these machines are very good, but modern soaring technique has gone ahead so fast that much equipment used for basic training is no longer wholly suitable. If time and money are to be saved, the pupil should have to learn only what is necessary to become a safe and effective soaring pilot on current performance gliders. It should not be necessary for him to learn, in his most impressionable period, skills which are no longer needed. What is wanted much more in today's training is the knowledge of how to stay up. The past concentration on how to come down is no longer necessary. Accepted that it is when the aircraft meets up with the ground that the accident takes place, it is nevertheless true that good airbrakes, and sound discipline and instruction, together with longer time in the air before starting the approach, does make the learning of how to land with accuracy both simple and straightforward.

Learning to stay up and to properly and accurately use lift is where the concentration should lie, and this can be done only with a glider which has been designed as a soaring trainer, and which is more usually launched by aero-tow. Quite apart from the need to teach soaring because this is what pilots want, it is necessary to do so for economic reasons. Launch costs continue to rise because better and more expensive equipment is needed to put in the air gliders which are heavier than they used to be, and at a high rate of launching. There is a fairly serious risk at the present time of winch-launch flying on low-performance gliders giving too little return for the money spent, and therefore steadily pricing itself out of existence. If each flight can be made longer, both because the glider performance is higher, and because the pilot is better at staying in the air, both the value-for-money and enjoyment aspects will be improved, with the attendant reduction in wear and tear of people and equipment on the ground. It is true that a high launch rate can be said to bring in the club money, but looking back from years to come may well show up this policy as one which did an excessive amount of harm to gliding through club

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In England we now have the Capstan, a worthy successor to the Eagle, and the Peak, both side-by-side two-seaters. Nearly two seasons of teaching experience with the former have shown that this configuration, and its class of performance, makes it an excellent aircraft for both elementary and soaring training. It will be extremely interesting to compare our aircraft with those from other countries whose designers are facing the same problems of creating a modern all-through trainer.

The paper-work side of Varese should be interesting also. I do not think for one moment that any attempt should be made to create a world manual or system of training, nor do I think anyone else would think this. Its great value will be as an international brain-picking session, to discover how everyone overcomes their training and solo supervision problems, what lessons others teach that we do not, and why, and what are regarded as instructor qualifications, etc. There is, however, a good case for some standardisation of cockpit layout, as, for example, in colour and location of release knobs, and perhaps for an international instructor standard which could be issued and recognised in the same way as Gold Cs and Diamonds are recognised. Gliding has long been a truly international sport, with a record of friendship that puts most other international bodies in the shade. Varese could well broaden and strengthen this bond.

ANN WELCH.

The New Capstan

by JOHN EVERITT

National Coach

PURELY from a user's point of view, it is a tremendous joy to have at last a two-seater of a reasonable performance, and possessed of the right configuration and characteristics for "all through" training. The dear old prototype, henceforth to be known as the T-49A, has been flown by many and loved by most, but was criticised due to its rudder (hard work for little effect) and its amusing tricks when the wing was fully stalled. The heavy tail did not help to make ground-handling easy. These



H.R.H. Prince Philip and John Everitt before take-off.
Photo by A. Jaworski

snags have now been put right and there is little doubt that the Capstan is here to stay.

The vast canopy, which first strikes one as being a ground hazard, has shown no signs of being even a nuisance, despite operating in all sorts of acceptable wind strengths. It would probably be as well, however, not to treat the thing with too much contempt.

The cockpit is roomy and comfortable; although the rudder pedals are not adjustable, the ability to adjust the seat, the seat-back and the stick position seems to cater for most shapes of body, arm and leg. The instrument panel seems a long way away, but this only embarrasses the determined "altimeter tapper" who has the misfortune to possess very short arms. The centrally mounted cable-release knob is easily



CC 76

never go without a CAPSTAN



Discussing the pleasures of soaring.
Photo by Graham, of Basingstoke

operated from either seat as is the tail trimmer control; the latter, however, could be a little further forward. The airbrakes, which are geometrically locked in the closed position, are operated by dual levers convenient to each pilot's left hand, and full application of the lever operates a wheel brake.

The canopy when closed has a very simple and positive lock operated by a central lever. This lever partially obscures one instrument from either seat, but, unless the pilot is wearing a plaster-of-Paris collar, this is a minor inconvenience only. With the canopy closed, the field of vision is superb by any standard.

A maximum all-up weight of 1,250 lb., launching by aero-tow is straightforward. All controls are quite adequate to cope with any normal cross-wind component. The ground run compares favourably with any two-seater that I have flown, and inexperienced pilots cope well after a reasonable briefing. The controls are all good and very light by two-seater standards, and the tail trim will cope with a wide range of cockpit loads. Most pilots and pupils quickly become used to the exceptionally good forward view, and accurate flying both on and off tow is not difficult.

The Capstan cruises comfortably at 40 kts.; speed for minimum sink being about 38 kts.; a light but positive pre-stall buffet is felt at 34-35 kts., and the stall itself occurs at about 32 kts., with controls effective right down to the stall.

When this is approached gently, it is possible to prevent the nose from dropping by holding the stick right back; in this condition a lot of buffet is noticeable, with a high rate of descent. Although the first prototype in this state would drop a wing and spin quite happily, the new Capstan can be held level with the rudder; if further aggravated, however, either by turbulent air or by misuse of rudder, a spin may occur, particularly with a light cockpit load. Recovery from a straight stall or a spin is normal. If pulled up into a steep stall the Capstan behaves like most other gliders; there is little tendency to spin, and the nose drops a little further before the wing becomes unstalled again. With the brakes open, there is even less likeli-

hood of spinning, but the stalling speed is raised by 2-3 kts.; the rate of sink is correspondingly increased.

From a soaring and soaring instruction point of view, the Capstan's qualities are excellent. The responsive controls, the ability to circle at quite low speeds and to make progress effectively seems to have eliminated the main disadvantages of the side-by-side configuration. No longer committed to sitting uncomfortably in a rear cockpit, unable to keep a good lookout or even to see what is going on in front, the instructor is able to give much more genuine instruction even on lengthy cross-country flights. Being right with the pupil, it is easy to explain the important points of map-reading, to point out geographical features and useful landing fields. As for landing in those fields, again, being right with the pupil and sharing the same view enables genuine instruction to take place, obviating the need for the instructor to crouch like a terrified rabbit in a hutch, wondering what unseen obstructions are about to smite him.

Performance-wise, in the recent Nationals we used the John Williamson Calculator for the Skylark 2. This was surprisingly accurate at all normal speeds and thermal strengths, but at about 58 kts. the performance of the Capstan began to fall off relatively.

The powerful brakes give a great deal of control over the approach and a landing in any reasonable field is not difficult. Having a wheel brake is helpful, and the Capstan has taken some rough surfaces in her stride.

About landings in general, there is a slight tendency for inexperienced pilots to "hold off" with the nose too high, but this is overcome as soon as the pilot becomes used to the forward view.

The Capstan has a semi-aerobatic C. of A. and loops, chandelles and tight turns are all normal.

On all reasonable sites, with reasonable facilities, it has been possible to operate the Capstan on winch and car launches. Where feeble launching devices and/or "tatty" cables have been in use, however, frustration has been, and always will be, in evidence.

Where rigging and derigging are concerned, the Capstan is delightful by any standards. It is easy for four people, reasonable for three and with a few artificial aids would be quite possible for two. The wings are, of course, fairly heavy, but the root fittings are simple and at such a height that the weight is no problem

After quite a few hours in the Capstan it is easy to fall for its charms. I think it would be fair to say that any two-seater better suited to all-round gliding training would have to be very good indeed.

Meteorological Research in the U.S.A.

by DR. HARNER SELVIDGE

IT was near midnight at the bar in the Hotel Farnese in Paris, just around the corner from the F.A.I. headquarters. The backwash of the C.V.S.M. Meeting (Commission for Motorless Flight) had stranded a few soaring types there, including the writer and the Chairman of the British Gliding Association. Doubtless some can be found who will say that there are other things to do in Paris at midnight than discussing soaring, but our devotion to the interests of our constituents knows no bounds. Also it was a raw, cold December night outside. Anyhow, soaring led to talk of meteorology and the Chairman suggested that readers of SAILPLANE AND GLIDING might like to hear about some of the activities of the U.S. met. organisation with which the author is affiliated. This I promised to do, and here it is, along with a few gratuitous comments on the somewhat lagging state of soaring meteorology in the United States.

In an editorial in *Soaring* magazine almost three years ago, I wrote about the lamentably distant relationship between American meteorologists and soaring pilots. With two or three notable exceptions, members of the U.S. Weather

Bureau, our national met. service, have little understanding of, or interest in, problems of the soaring pilots. Some pilots are making an effort to educate the local forecasters as to the sort of information we need, but it is a slow process and no outstanding progress seems to have been made in the last three years. "Wally" Wallington tells me that a booklet was prepared and circulated throughout the British met. service outlining the problems of the soaring pilot. This seems like a splendid idea and we will see about trying something similar in the States.

As in any other technical fields, progress in all phases of meteorology depends upon a healthy research programme. Unfortunately, save in numerical forecasting and use of satellite photos, the U.S. Weather Bureau has little research activities. However, considerable meteorological research is performed by other agencies, such as the military services, the Atomic Energy Commission, the National Science Foundation, and the National Aeronautics and Space Administration. They also award research contracts in this field to qualified universities and a few private companies.

Among the latter is Meteorology Research Inc. (M.R.I.), which was founded in 1951 by its president, the well-known soaring pilot, Dr. Paul B. MacCready, Jr. The writer is general manager of M.R.I., a post analogous to Managing Director in your country. Among its 58 employees are 15 with pilots' licences, including 10 soaring pilots. One of the latter is the well-known woman pilot and meteorologist, Betsy Woodward, who has been full-time with M.R.I. since her return to the U.S.A. in 1962. Bill Ivans, another internationally-known soaring pilot and current president of the S.S.A., is a member of the M.R.I. board of directors, although he has a full-time job elsewhere.

Our staff includes engineers and physicists of various persuasions as well as meteorologists. It is a rather cosmopolitan crew with natives of England (3), China (2), Denmark, Japan, Colombia and Hungary. We have not been successful in luring any of your scientists over here with bags of gold or promises of stronger thermals, but confess it has not been for want of trying. The company is located in Altadena, a suburb of Los Angeles, California, less than two hours' drive from the desert and mountain soaring sites.

The major part of M.R.I.'s work consists of research and development in problems related to turbulence, diffusion and cloud physics. We feel strongly that the best way to progress in these fields is to make measurements in Nature's own laboratory which will permit us to gain a better understanding of the actual physical processes, rather than engage in all too frequently sterile statistical studies.

As a result, much of our work involves measurements in the field. Almost every month at least one group of M.R.I. scientists and field crews are on-site somewhere in the country. We have numerous caravans with portable towers, radars and met. research instruments of all sorts. There is a heavy aeronautical flavour to these activities as we find the light aircraft a most powerful tool in the role of a mobile instrument platform. This year we will operate three light

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twin-engined and one single-engined aircraft. The latter has a tow hook which gets occasional use.

We have used one soaring technique with outstanding success in our cloud physics work. This is spiralling up in the updraught of a cumulus. We go in under the cloud base, throttle back, and then spiral up and out of the top. This enables us to follow the same parcel of air as it rises in the storm cell. In the aircraft we automatically measure and record temperature, altitude, water vapour, liquid water, turbulence, potential gradient, droplet charge, rate of climb, and make a continuous record of cloud droplet size and distribution. When we describe this technique to power pilots they shake their heads and start sidling toward the nearest exit, but if we can prevail upon them to take a few rides with us they begin to understand that this is not so bad after all. I might add that we generally stay away from the well-developed thunderstorm.

In most of our projects, the product which we deliver to our customer is a report, but since field measurements are usually involved, M.R.I. has a very active programme of instrumentation development for research purposes. In fact, about 30 per cent. of our business results from the sale of instruments we have developed as an outgrowth of our field programmes. We have not yet developed any instruments for soaring use, although we are the distributor in the States of the Crossfell variometer.

While there are some meteorological measurements which can perhaps best be made from sailplanes, we have rather leaned over backwards to avoid this, lest it smack too much of our customers supporting our hobby. However, because of the background of our staff, the needs of the soaring pilot are always in our mind, whether in studies of thermals associated with our cloud physics work, or in the design of airborne instruments used in these investigations. We have by no means given up on the problem of better instruments to detect and work thermals.

Of course, as true scientists, we will make all this information available to our soaring compatriots as quickly as possible after it has been successfully utilised by us in a few contests and record attempts.

Gliding at Fayence

by JAMES GILBERT

IN 1949 a Sailplane Centre was formed out of small gliding clubs from nearby Cannes and Nice driven out by increasing traffic at those airfields, at the old abandoned military airfield at Fayence, about 1,500 feet up in the Alps Maritimes. The Centre has prospered and now offers, besides an idyllic setting, 16 gliders (many unusual) and a magnificent standing wave when the Mistral blows. I think it should be better known, for at present the Dutch are the only foreigners to visit it in any number.

The aerodrome is in the centre of a tiny flat plain and is surrounded by lavender fields and vineyards. To the north the hill-top Fayence village overlooks it, and behind that, away inland, are mountains of increasing size. Along the line of this hill often runs a regular "sea breeze effect" or, roughly, front between the north-west winds of Central France and the southerly sea breezes of the Cote d'Azur. A prominent roll-cloud may be formed on its south-eastern face, as the Mistral rolls over the coastal winds. Flights at Fayence usually start with an aero-tow to the top of this interesting hill.

The Mistral blows seldom in summer, most strongly from December to February, when a wave lift of up to 35 ft./sec. may be found. 34,000 ft. has been reached from Fayence, and a flight of ten hours' duration recorded, besides impressive cross-country flights over these mountains.

All launches are aero-tow, the Centre owning three Morane 502's (the French version of the incredible Fieseler Storch) and a 30-year-old Morane 315 Parasol, the latter semi-retired. Visitors do bring their own gliders, but the Centre itself offers a cosmopolitan range of types: a Polish Foka (Seal) and a Lis (Fox); two Breguets, a 900 and a 901; a German Schleicher K.8; two Olympias, a Mucha,

a Castel 310 and a two-seater C25-S, an Emouchet S-104, two weird-looking Fauvel flying wings (an AV-22 and an AV-36), a Weihe and a two-seater Wassmer Bijave.

I visited Fayence in June. It was extremely hot, though nothing like the steam heat of the coast, and life proceeded at a gentle pace. Launching started at ten, pilots tending not to return for the balance of the day. I made an afternoon flight of three hours in the back of the Bijave, with a M. Asquith—entirely French in spite of his name. The tug took us along the face of the mountain to take advantage of the hill lift. For an hour we soared endlessly to and fro along its face, our wing-tip interestingly close to the ilex and yellow broom scrub that covered its sides. The hill lift died, and we took to thermal soaring in company with the Foka and the 901, circling tightly, stacked at 50 ft. intervals. The pilot of the 901 kindly flew alongside in formation at one time, so I could photograph it.

On another afternoon I flew in the same Bijave with Yves Ciarapica, an instructor. The Mistral blows rarely in summer over Fayence, but our luck was in—it started later that afternoon. The heat haze slowly dissipated, high cloud formed and we rose slowly in characteristically smooth lift that reached a peak of 4m./sec. (to a delighted "Ooh la la!" from Yves) to about 10,000 ft. over Draguignan. Haze often renders Provence dull and flat from the air, but in that remarkable visibility I could see Monte Carlo, with a cap of orographic cloud over its mountain, 50 miles away to the east, and follow the line of the coast as far as St Tropez, 30 miles to the south; to the north, in the far distance, an icy white peak rose clean above a boiling sea of cumulus; it might have been Mont Blanc, 150 miles away. Above and downwind of us, at 20-30,000 feet, was a sheet of lenticular cloud. I was warned not to head too far east for fear of entering the jets' descent pattern for Nice, and after three hours the cold, and a nagging doubt that someone else might want the aircraft, drove us to descend. The 901 and Foka had continued to 14,000 and 16,000 ft. that evening, their pilots gleefully told me later.

You need a Silver C to glide at Fayence. Accommodation is not up to much, but at about 3s. a night, in that climate, who cares? Delicious meals, in which garlic and olive oil play their just part, cost about 7s. 6d., the Provençale *vin rosé* costing an additional shilling or two. The landscape is supremely beautiful under that brilliant sunlight; and at night, a nightingale in a nearby cypress grove vied with the crickets and cicades in keeping me awake. All I would remove are the horse flies, and all that is lacking is a swimming pool.

Enquiries should be addressed to: M. Fabre, Aérodrome de Fayence, Var, France.

Charges at Fayence

	French Pupils	*Foreign Pupils*	*Visitors*
	N.F.	N.F.	N.F.
Registration fee	80	100	—
Full pension	10	10	10
Lodging only	2	2	2
Meals (ex. wine and butter)	4.50	4.50	4.50
Towing, per minute	1.80	2	2.5
Gliders (ex. Foka and 901), per minute	0.15	0.20	0.25
Breguet 901 and Foka:			
up to 1 hour, minimum charge	20	30	40
1-2 hours, per minute	0.30	0.40	0.50
more than 2 hours, normal tariff for whole flight			
Recovery, per road kilometre	0.45	0.45	0.50
Link trainer, per minute	0.20	0.30	0.50
Piper Cub J3 per minute	0.70	0.80	1.00

(Non-active *members* pay the same rates as French pupils and active members 20-30% less; they pay 10 and 5 N.F. monthly membership fees.)

The O.S.T.I.V. Prize

Translated from "Aviasport" May 1963

A number of aircraft were entered at Junin for the OSTIV prize. This prize, or rather this judgment of the best Standard Class sailplane, is given to the aircraft selected by OSTIV.

OSTIV itself laid down the intention of the Standard Class, of which the essence is not a matter of dimensions, but simplicity of construction for a reasonable performance.

It is clear that since 1958 the OSTIV prize should at each Championships have been re-awarded to the Ka-6. The Austria in 1960 was not within the spirit of the award, since its construction is tricky. Even on that occasion there were hesitations between the Austria and the Italian M-100s.

It would be different if it were understood that the Standard Class winner was to be awarded to a different aircraft each year.

At Junin the prize was awarded to the Vasama (PIK 16) but not without reservations. One had expected the M-100s. Unfortunately the aircraft submitted was badly rigged, with vibrations in the tail surfaces which do not occur in the production aircraft. This accidental rigging defect lost it the award, to the great despair of M. Morelli.

We hereby ask OSTIV to judge these aircraft not only on their flying qualities but also on presentation of a construction kit. Only this presentation will make it possible to judge both the ease of construction by clubs and the details of the aircraft, thus permitting the award of the prize within the true principles agreed at the birth of the idea of the OSTIV prize.

Without this, the prize will lose its value and OSTIV its standing and prestige.

NOTE.— The substance of *Aviasport's* comments should meet with general agreement. But ease of construction is not the precise criterion. The object of the Standard Class is laid down succinctly in the F.A.I. Sporting Code, Section 3, Class D. Part III, Section A, Art. 2 (e) reads:

"The object of the Standard Class is to encourage the design and construction of gliders cheap to build and safe, cheap and simple to operate and repair, and thus to promote the expansion of gliding throughout the world".

It cannot be doubted that the Ka-6 has done just this. The Austria, a splendid aircraft in its genre, is not in this particular field at all. The Vasama has yet to show itself. It is a pity the Ka-6 was not entered for the prize in either 1960 or 1962. We hope it will be entered on the next occasion.

Meanwhile, in addition to the brief inspection and flying tests given each aircraft by OSTIV, in future a team of maintenance engineers should be called in to check the question of simplicity of construction, maintenance and repair.

Championship Trophies

LONDONDERRY CUP.—Peter M. Scott, winner of Individual Championship, League 1.

FURLONG TROPHY.—M. P. Garrod, winner of Individual Championship, League 2.

FIRTH VICKERS TROPHY.—M. S. Hunt and D. J. Cunningham, winners of Team Championship, League 2.

KEMSLEY CUP.—Surrey Gliding Club, entrant of highest placed club glider in either League: Skylark 3F flown by D. C. Kerridge and A. D. Purnell.

EON CUP.—Royal Air Force, entrant of highest scoring British-built glider of the type most strongly represented: Skylark 3F flown by Sqn.-Ldr. J. D. Spottiswood.

PAN AMERICAN TROPHY.—Flt.-Lt. J. Delafield, winner of Standard Class Championship.

Services Awards

EMMOTT TROPHY.—Pilot Off. J. S. Williamson, winner of Inter-Services Individual Championship.

MCEVOY TROPHY.—Pilot Off. J. S. Williamson, winner of R.A.F. Individual Championship.

RODERICK SALMON TROPHY.—Royal Air Force, winner of Inter-Service Team Championship. Team Captain: Air Cmdre. N. W. Kearon; Pilots: Pilot Off. J. S. Williamson, Flt. Lieut. J. Delafield, Sqn. Ldr. J. D. Spottiswood.

TINSLEY TROPHY.—Flt. Lieut. D. S. Innes, best R.A.F. pilot in League 2.

Winners: Peter Scott's Olympia 419 and Mike Garrod's Olympia 463.





Courtesy of "Flight"

THE NATIONAL GLIDING CHAMPIONSHIPS

Lasham, May 25th to June 3rd, 1963

NOTE.—*We are indebted to Mr. C. E. Wallington, who, with Mr. J. Findlater, gave the meteorological briefings at the Championships, for the daily weather charts, and for the accompanying notes on each day's weather, which are printed in italics.*

WITH weather somewhat poorer than last year, tasks were nevertheless set for one or both Leagues every day but the last; League 1 had six tasks, of which one was "no contest", and League 2 had seven, of which one was "no contest" and one was cancelled. Thus each League had 5 Contest Days compared with 7 each last year.

During the contest 39,290 miles were flown from 686 aero-towed launches with a total duration of 1,550 hrs. 31 mins. Corresponding figures for last year: 58,971 miles, 657 launches, 2,381 hours, with 40 entries in each League.

Alterations to the entry list published with the last issue were:—

LEAGUE 1.—No. 72 (Olympia 419) was flown by Stark instead of Deane-Drummond, who was unable to take part. Irving and Procter flew No. 229 (Skylark 2) instead of 196 (Bocian). Snodgrass, No. 189 (own Skylark 4), was promoted from League 2. Strachan's number should be 258, not 285.

LEAGUE 2.—Shepard (No. 12, Skylark 2) and Dorman (No. 246, Swift) gave up these machines and together shared No. 348 (Olympia 463). Kevan flew No. 183 (Skylark 2) instead of 118 (Ka-6), which Fitzroy flew instead of 74. Midwood and Blake flew their new Peak 100 (No. 300) instead of No. 201 (Olympia 2). L. Kurylowicz entered with a Mucha Standard (No. 222) of the Polish Air Force Association. T. W. Evans, of the Dublin Gliding Club, entered *Hors Concours* with a Skylark 2, No. 123. Corbett scratched. Altered numbers were Aldridge's Standard Austria (11 to 57).

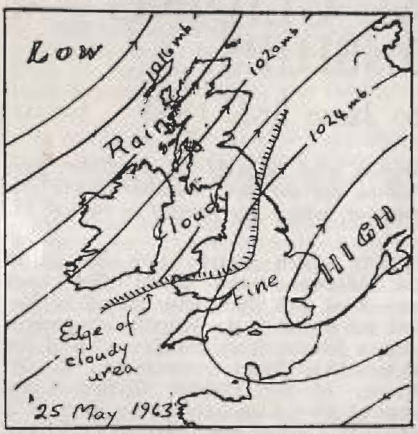
Opening Ceremony

Saturday, 25th May

All were assembled in the big briefing marquee when the Duke of Edinburgh could be heard approaching in his helicopter. Soon the whole of one side of the tent began flailing violently, and then, as the Duke passed overhead, hundreds of anxious eyes were raised as the roof performed likewise. However, the structure was still firmly anchored to earth as His Royal Highness walked in. This time, unlike an earlier occasion, he heard a genuine spontaneous briefing, not a repetition of a previous rehearsal.

Philip Wills described to him Lasham's plans for the future: "Please don't look too carefully at the buildings, because they are on their way out; but please look at the gliders very carefully indeed . . ."

The Duke's speech was short: "Far be it from me to come between a man — or a woman — and his glider." He welcomed those who had come from overseas, wished all the competitors an exhausting time, and concluded: "Let battle commence — it's much nicer outside than it is in this tent." And so it was, for "Wally" Wallington announced that "we have our 'National High' here, just come in from the east."



SATURDAY, 25TH MAY. *A ridge of high pressure moved in from the east just in time to give a fine day with fair-weather cumulus and good thermals to 6,000 ft. over S.E. England.*

Ann Welch announced a Task for League 2: a triangular race of 70.1 miles via Thruxton to the W. and Welford to the N.W. The forecast wind at flying height was 15 kts. from 190° (S.S.W.). By the time the Duke had inspected everything and flown in a Capstan with John Everitt, there was still time for League 1 to try the Thruxton-Welford triangle after League 2 were away, and a few of them did.

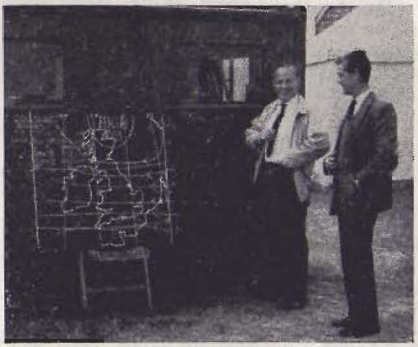
Cumulus clouds looked promising, but they spread out around the first turning-point at Thruxton, causing a lot of competitors to glide down to a landing half-way along the second leg. The area of clamp seems to have increased with time. Roger Dickson, one of the first off, reached Andover, 4 miles before Thruxton, and from there saw mammatus lumps hanging below the overcast; so he climbed to 4,500 ft. at Andover, made a fast glide to Thruxton and back, and then turned north, passing to E. of the clamp. But Stuart Morison, who used a similar technique in company with Peter Dawson, had to come back from the turning-point to Whitchurch, half-way back to Lasham, and was down to 1,000 ft. before turning north to skirt the edge of the clamp. After that the going was fairly good; 14 got round the second turning-point and all but four of these (Green, Bayley, Innes and Neumann) completed the course.

B. J. Davey made the fastest time, but the handicapping deprived him of the 1,000 points. Mike Garrod, the winner, was nearly as fast.

League 2: Course Completed

Pilot	*Sailplane*	*mp.h.*	*Pts.*
Garrod	Oly 463	32.9	1000
Dickson	Gull 4	21.2	927
Davey	Skl. 4	33.2	915
Dawson	Oly 401	26.3	908
Cunningham	Skl. 4	27.5	839
Carr	Skl. 4	26.7	830
Morison	Skl. 4	26.1	823
Fitzroy	Ka-6	15.6	801
Jerzycki	Skl. 4	18.8	751
Hurst	Skl. 4	15.5	726

Aggregate distance: 1,642 miles



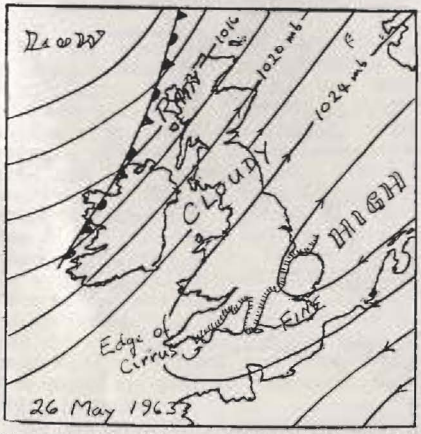
Met. men "Wally" Wallington and 'Jock' Findlater and their windy isobars on the final day.
Photo by A. E. Slater



Derek Piggott, the Foka he flew, and the Hon. Enid Paget, its owner, holding the wingtip.

Courtesy of "Flight"

Sunday 26th May



SUNDAY, 26TH MAY. *Although the cloudy weather associated with an occlusion over Ireland had spread further towards the south-east, the patchy cirrus over the League I route did not prevent the formation of moderate to good thermals and a sea-breeze front inland of the south coast.*

LEAGUE 1: Out-and-Return Race to Sherborne Girls' School, 67.1 miles W. by S., and back; total 134.2 miles.

LEAGUE 2: Pilot-Selected Goal (30% bonus for landing there).

LEAGUE I did well on this task: 33 completed the course, including Anne Burns, who thereby raised her Women's U.K. Goal-and-Return record from 94 to 134.2 miles. Of the seven others, Croshaw was only 2 miles short of the finish, Stark 7 miles short, Bentson 32 miles and Wills 33 miles.

The cirrus approaching from the west was nearly overhead of Lasham by 12.15 p.m., but it was patchy, and hence the cumulus and thermal areas tended to be patchy too, and independent of ground features. Thus Williamson found no

cumulus west of Salisbury but good ones east of the town on the return journey, whereas Stafford Allen of League 2 said the cumulus began at Salisbury and continued good to the west of it. But Williamson was early, and missed the sea-breeze front which several others, such as Peter Scott and Mike Bird, encountered on the way back; it was reported to have reached Sherborne, 20 miles inland, at 4 p.m. (B.S.T.), but Ron Willbie of League 2 already encountered it at 2.30 p.m. on the way to south of Chard, further on and less than 10 miles from the sea.

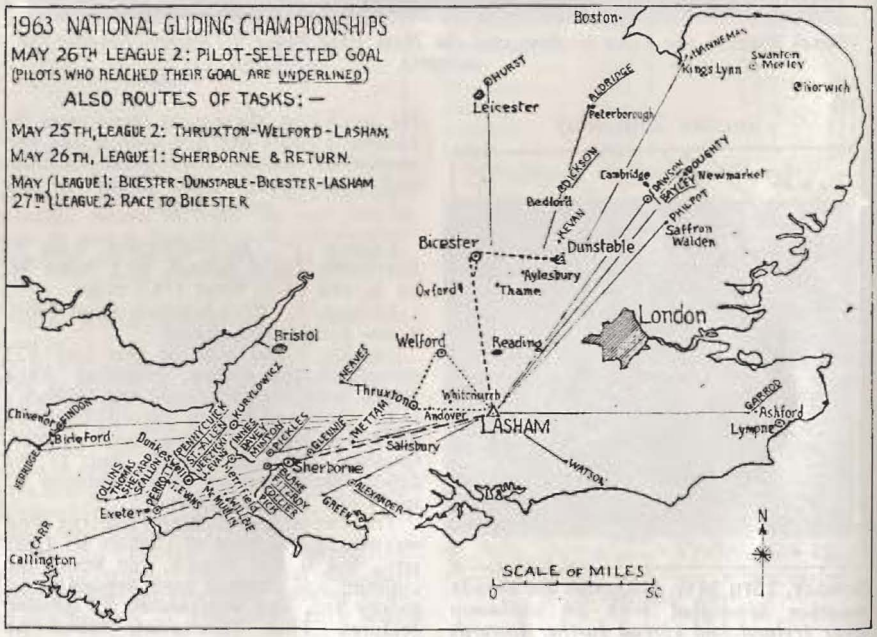
There was excitement when Derek Piggott thought he had done the out-and-return in only 3 hours, but he had mistaken the time and the five fastest times were actually:

J. S. Williamson	3 h. 38 m. 4 s.
J. Delafield	3 h. 53 m. 2 s.
G. E. Burton	3 h. 55 m. 2 s.
A. D. Piggott	3 h. 57 m. 5 s.
J. D. Spottiswood	4 h. 4 m. 0 s.

League 1: Fastest Speeds

Pilot	*Sailplane*	*m.p.h.*	*Pts.*
Williamson	Oly 419	36.9	1000
Delafield	Ka-6	34.6	915
Burton	Skl. 4	34.3	903
Piggott	Foka	33.9	893
Spottiswood	Skl. 3	33.1	861
Shephard	Skl. 3F	32.9	855
Strachan	Skl. 4	32.8	854
Burgess	Skl. 3G	32.6	848
Stephenson	Skl. 4	32.5	845
Scott	Oly 419	31.8	821
Mann	Skl. 4	31.3	804
Kahn	Skl. 3B	31.3	800
Stone	Skl. 4	30.7	783
Ince	Skl. 4	30.4	776
Gough	Oly 419	30.2	767

LEAGUE 2 had a wide choice of directions. Going east to get away from the advancing high cirrus cloud would involve making headway against a light 5-knot wind, and only Mike Garrod, the meteorologist, made this choice; he reached his goal near Ashford, 81 miles. One competitor, Ben Watson, went S.E. but made the shortest distance of the day, 28 miles to Pulborough. The rest hoped the cirrus would not be as bad as forecast, and chose to go either one side or the other of the thickest part of it, which was reported to be over South Wales; nine gave goals to the N.N.E.





The Duke of Edinburgh talks to Fred Slingsby.
Photo by J. Reussner

and the remaining 28 took the westerly route towards Cornwall, which proved the best after all. Nineteen out of 39 who flew in League 2 reached their goals.

Of the north-easterly pilots, Peter Hanneman went furthest, 128 miles to King's Lynn. Keith Aldridge was next best with 102½ miles to his goal at Peterborough; he found the contrary wind rather a nuisance, as the thermals were poor and only one exceeded 2 metres/sec. Peter Dawson, on a more southerly route to his goal at Duxford, 81 miles, found very little wind, and the thermals were good, except in the Thames valley; he took 3 hours. He nominated Duxford because he was expecting an addition to his family there, but he proved to be too early. Lindsay Bayley also made a goal flight to Duxford, and Roger Dickson made his goal at Twinwood, Bedford, 73 miles.

To the west, the longest flights were by Vic Carr, 150 miles to Callington (Tavistock); David Kerridge, 143 to Bideford; J. A. Findon, 136 to Chivenor, and four to the Crediton region: George Collins, 124½ miles; Bernard Thomas, 120; Bill Shepard and Dave Scallon, 119. The longest goal flight was 109 miles to Exeter by Bob Perrott, who reported powerful thermals as far as Yeovilton with narrow cores rising at 15 to 20 ft./sec. Next best goals reached were Dunkeswell, 98½ miles, by Stafford Allen and C. J. Pennycuick; Merrifield, 84 miles, by David Innes, B. J. Davey and Paul Minton; and Yeovil, 73 miles, by Ken Blake, Ken Fitzroy, Peter Collier and Richie Pick.

League 2: Highest Scores

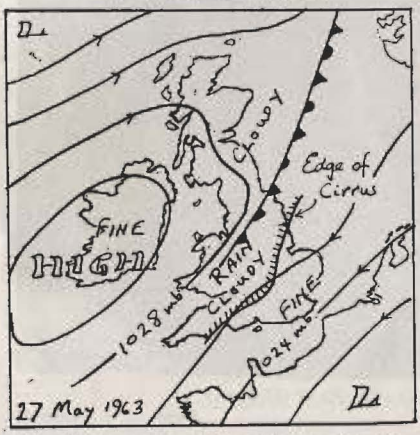
Carr	1000	Collins	886
Findon	982	Pennycuick	866
Perrott	977	Staff. Allen	866
Kerridge	946	Thomas	847
Hanneman	916	Shepard	839
Aldridge	910	Scallon	839

Leading Totals, 2 Days

Carr	1830	Hurst & Smoker	1389
Garrod	1671	Fitzroy	1386
Dawson	1577	Neumann & Pennycuick	1360
Dickson	1560	Jerzycki	1356
Davey	1560		
Hunt & Cunningham	1522		

Aggregate distance, both Leagues, 8,718 miles; aggregate time 244 hrs. 24 mins.

Monday 27th May



MONDAY, 27TH MAY. *The occlusion, which was now almost stationary, produced rain over the West Midlands, and cloudy weather which extended as far south-east as Bicester. Patchy cirrus over the route was not thick enough to cut off the sun's heating on the courses, and thermals were strong enough to make the Lasham-Bicester sector feasible, despite a headwind of* 010 *degrees* 20 *knots.*

LEAGUE 1: Out-and-Return race, Lasham-Bicester-Dunstable (London G.C.)-Bicester-Lasham. Lengths of legs: 50.7, 24.6, 24.6, 50.7=150.6 miles in all.

LEAGUE 2: Race to Bicester.

LEAGUE 1 had to go N., E., W., then S., in a 20-knot wind from N. by E. Peter Scott, the winner, started early and was first back; his thermals were mostly blue, but he only got low twice. "Rocky" Stone, on the other hand, who came second, found plenty of good cumulus both north of Lasham and around Dunstable, and soaring conditions were good everywhere, so he averaged 70 knots between thermals compared with Peter Scott's 65 knots. John Williamson, in contrast, found thermals poor on the first leg, and on the early part of it Charlie Green took 2½ hours to get past Reading. Roger Mann was down to 400 ft. there, but Alf Warminger reported good cumulus west of the town. Big towns, "Paddy" Kearon found, were "not working".

From Bicester to Dunstable was generally very good, but on the way back from Dunstable to Bicester Wills was down to 900 ft. in the Vale of Aylesbury and Mike Bird reached Bicester at 300 ft. So altogether there was a good deal of local variation. Of the 39 who flew, 24 completed the course.

League 1: Fastest Speeds (m.p.h.)

Scott	32.2	Kearon	26.9
Stone	31.9	Spottiswood	26.6
Kahn	30.3	Piggott	26.2
Williamson	30.0	Smith	26.2
Ince	28.9	Dimock	26.2
Stephenson	28.5	Mann	25.6
Jeffery	27.8	Delafield	25.5
Burton	27.2	Burgess	25.4
Gough	27.0	Strachan	25.2

Leading Totals, 2 Days

Williamson	1923	Stephenson	1715
Scott	1821	Delafield	1693
Stone	1773	Piggott	1691
Kahn	1732	Spottiswood	1670
Burton	1731	Ince	1660

In League 2, which shared the first leg with League 1, Alan Purnell won at 24.6 m.p.h., which was slower than the 19 fastest speeds in League 1, but League 2 had later starts. The slowest speed was 12.2 m.p.h. to League 1's 20.7, but 26 out of 37 completed the course. Of those who didn't, Rika Harwood landed just short of the goal owing to an extensive downcurrent on the final glide, and just missed making probably the fastest time.

League 2, Fastest Times

Pilot	*Sailplane*	*m.p.h.*	*Pts.*
Purnell	Skl. 3F	24.6	1000
Kevan	Skl. 2	22.5	978
Garrod	Oly 463	21.9	945
Aldridge	Austria	21.7	934
Dawson	Oly 401	21.3	914
Jerzycki	Skl. 4	21.5	841
Innes	Skl. 2	19.7	833
Davey	Skl. 4	21.2	823



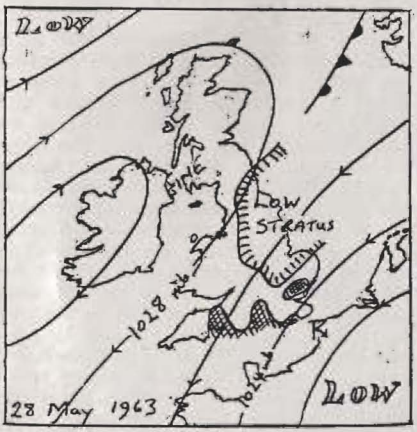
Lawrence Wright busy commentating.
Photo by W. F. Jordan

Leading Totals, 3 Days

Garrod	2612	Hunt & Cunningham	2150
Carr	2520		
Dawson	2491	Innes	2137
Davey	2383	Kerridge & Purnell	2134
Jerzycki	2197		

Aggregate distance, both Leagues, 6,883 miles; aggregate time 385 hrs. 42 mins.

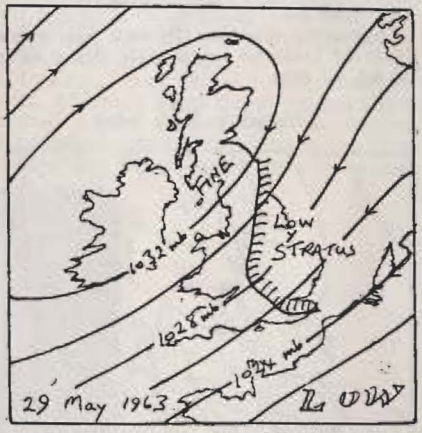
Tuesday 28th May



TUESDAY, 28TH MAY. *Between the anti-cyclone off Ireland and the low-pressure area over France, a north-easterly air-stream covered England. This airstream brought low stratus in from the East Coast, but a worse problem was the medium-level thundery cloud which affected the shaded areas sketched on the weather map at midday and moved slowly westwards across the country.*

At a postponed briefing League 2 were offered a Goal Race to Dunkeswell, with the starting board to open at 2 p.m., weather permitting. But weather didn't and the task was cancelled.

Wednesday 29th May



WEDNESDAY, 29TH MAY. *Low stratus had spread further inland from the East Coast and did not break up in time to allow a contest day. More medium-level thundery cloud arrived from the east in the late afternoon.*

League 2 were again offered a Goal Race to Dunkeswell, 98.5 miles.

Low stratus in the morning began to let the sun through soon after noon, and by 2.04 p.m. Mike Garrod had a launch; at 2.23 Pennycuick joined him in the air and others soon followed under a sky that had become 7/8 clear. An hour later, strato-cumulus was thickening up though launches were still going on. Many people landed out but only three exceeded the 2X limit.

Mike Hunt, Skylark 4, 78 miles to Litton Cheney, 5 miles short of Bridport.

Mike Garrod, Olympia 463, 59 miles

to Winterborne Whitchurch, also in Dorset.

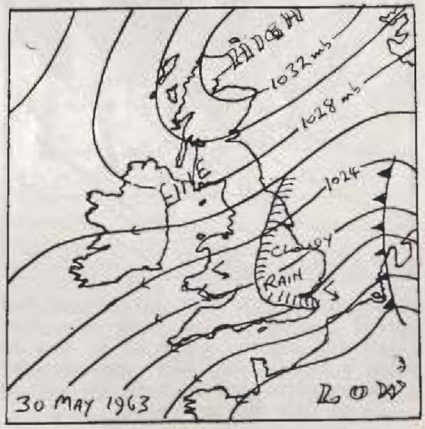
Bill Shepard, Olympia 463, 31 miles to Salisbury.

Mike Hunt never got above his launch height till nearly the end, and flew mostly between 700 and 1,700 ft. Thermals were strongest low down at 2 knots, and had to be looked for where the sun shone through gaps in the overcast, whose base was at 2,000 ft. His last "good" one went to 2,400 ft. (above take-off) and his last glide was down a valley to get extra distance in case it became a Contest Day. But it didn't.

Garrod's operating height was 1,100-1,000 ft. except for two climbs to 2,200 and 2,300 ft.

Aggregate distance flown: 321 miles from 65 launches; aggregate flying time 36 hr. 13 min.

Thursday 30th May



THURSDAY, 30TH MAY. *The day started with medium-level thunderstorms over parts of Southern and Central England and low stratus in eastern and central districts. Drier and clearer air arrived from the east during the day but reached Lasham too late to be useful.*

After briefing had been postponed till 11 a.m. and Jock Findlater had undertaken to clear away the stratus within an hour, Ann Welch set the opening day's 70-miles triangular race again, but for League 1 this time, and the other way round: via Welford and Thruxton.



Margaret Jolliffe, the Distant Marshal, and Ann Welch watching the sky.
Courtesy of "Flight"

Humphry Dimock hopefully hung his tab on the starting board for 12.30, long before anyone else, but soon shifted it to 2.13. Launches actually started at 1.45 p.m., but after much circling in groups without gaining height, most people landed back.

John Williamson, one of the early starters, said the thermals were plentiful but weak. He eventually got away at about 3 p.m. with Derek Piggott and David Ince. Piggott never recovered his launch height; but Ince made the longest flight of the day, 50 miles, finding that thermals became more frequent on the second leg, where there were chunks of woods and other variegated scenery below. Ian Strachan, on the contrary, who did not get away till 4 p.m. on his third launch yet made second best distance of 46 miles, did well on the first leg with a best climb to 3,000 ft. a.s.l. and another to 2,300 ft. at Newbury, but found the second leg weak.

Only three others exceeded 2X, which was 30 miles: John Williamson with 34 miles, "Rocky" Stone with 33 and Mike Bird with 42. So it was not a contest day.

Aggregate distance 827 miles from 97 launches; aggregate flying time 69 hr. 47 min.

Friday 31st May



FRIDAY, 31ST MAY. *With the drier air from the continent now spread over most of England, weather was fine but very hazy. Dry thermals developed rather late but they were of moderate strength and occasionally in thermal streets. Towards Nympsfield, however, conditions appeared to be rather more stable and much more hazy. Haze and only weak thermals also occupied the Vale of Taunton.*

LEAGUE 1: Race round 301-km. Triangle via Sherborne (Girls' School) and Nympsfield (Bristol G.C.). Distances: 67.1 miles W.S.W., 55.3 miles N. by E., 64.9 miles E.S.E.; total 187.3 miles.

LEAGUE 2: Sherborne, then free distance with optional use of Nympsfield as a second turning-point.

LEAGUE 1 was unable to complete the task. Although 34 of the 40 passed Sherborne, none of them got as far as Nympsfield owing to trouble on the second leg, which might have been just



Gaynor Darbishire, who did a tremendous job looking after the participants' children.

Photo by Rika Harwood



as bad even if the start from Lasham had not been delayed by poor thermals.

Peter Scott had the first launch at 11.01 a.m. but was back on the ground within 20 minutes. The first small cumulus clouds only appeared at 2 p.m., and Alf Warminger said it was not much good until then, which was when he set off; by 2.30 it had boiled up and he reached 6,000 ft. On the first leg, cloud base was reported by Roger Mann to be at 7,000 ft. a.s.l.; he thought a sea breeze was operating at Sherborne.

By 5 p.m. only half of League 1 were past Sherborne, and about this time, Mann said, the thermals got weak. But the trouble on the second leg was not the lateness of the hour but murk which cut off the sunlight, especially as the Bristol Channel was approached. There was no sea breeze, because Charles Ellis saw smoke from the Portishead power station blowing out over the Severn estuary. The murk seemed to belong only to the land, for Ted Shephard saw bright sunshine over the Bristol Channel.

Philip Wills, who was retrieved from his first attempt in time for a late launch at 3.10 p.m., made the best distance of the day, 115 miles, and nearly reached Nympsfield after passing over most of the others who were already grounded. He did this by deviating westwards after Sherborne to a large cumulus which gave him 9,500 ft.; but it would not have been there if his first launch from Lasham had been more "successful" and got him to Sherborne earlier in the day.

League 1 : Longest Distances

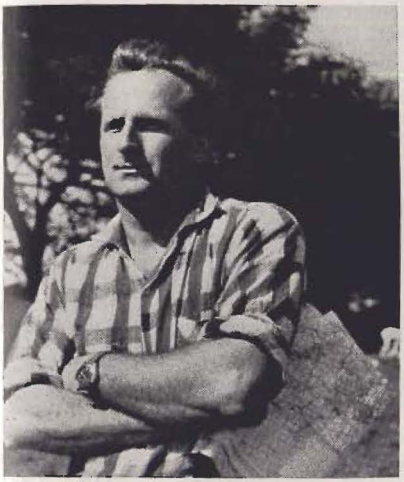
Pilot	*Landing*	*Miles*	*Pts.*
Wills	Wortley	115.3	1000
Fielden	Wickwar	112.1	966
Delafield	Old Sodbury	110.7	952
Shephard	Old Sodbury	109.8	942
Mann	Hullavington	108.6	930
A. Burns	Chippenham	108.6	909
Ince	Bath	106.6	909
Stone	Chippenham	106.1	903
Spottiswood	Bath	106.1	903
Scott	Pucklechurch	105.3	895
Jones	Pucklechurch	105.3	895
Bentson	Colerne	104.5	887
Ellis	Nr. Bristol	102.1	861
Warminger	Charmey Down	101.9	859
Williamson	Charmey Down	101.9	859

Leading Totals, 3 Days

Williamson	2782	Kahn	2506
Scott	2716	Burgess	2474
Stone	2676	Burton	2393
Delafield	2645	Piggott	2341
Spottiswood	2573	Dunn	2312
Ince	2569	Warminger	2258
Mann	2517	Strachan	2252

League 2 had two choices after reaching Sherborne either to carry on westwards and meet a cross-wind over the Cornish peninsula, or to carry on north and accompany League 1 round the course for Gold C Distance and Diamond Goal. In the direction of the Long Mynd, Wallington forecast "fairly thick haze" and shallower convection, with a mixture of cu. and strato-cu. over the Welsh Mountains. When asked about thunderstorms over S.E. England forecast over the BBC, he replied "probably not".

Those who tried going north got stuck on the second leg like League 1. But the westerly route proved unexpectedly unstable with large cu-nims at sparse intervals over Somerset and Devon. In fact, Hugh Mettam, who saw one of these cu-nims within reach, would have made his goal at Perranporth if the cloud hadn't been in an airway.



David Innes, runner-up in League 2.
Courtesy of "Flight"

David Innes, who made the outstanding flight of League 2, had likewise given Perranporth as a goal, but the cu-nims did not continue far enough to the west. Having accompanied a group of competitors 18 miles westwards from Sherborne to Merrifield, he caught sight of a cu-nim far to the north. It was even further than he thought, but nevertheless within reach, and although it looked as if it was dying, he went in and rose to 12,500 ft. a.s.l. He came out with the idea of continuing northwards, but saw another cu-nim to the west. It was S.S.E. of Lynton, and it took him to 10,000 ft.; after which he went to a third cu-nim S. of Chivenor. But this was the last, and after emerging from it about 8,000 ft. over Bude, he glided on to a landing at 7.10 p.m. on the beach at Newquay, where he had to de-rig in a hurry with local help to escape the incoming tide. He was six miles short of Perranporth, and thinks he might have made it by deviating south to get more lift.

Scoring 1,000 points with the help of his Skylark 2 handicap, Innes made 258 points more than D. C. Cunningham who made next best distance in his Skylark 4 to Bude. In the overall scores Innes rose to second place, with Mike Garrod only 123 points ahead.

Of 39 starters in League 2, 34 went beyond Sherborne; so did the two *hors concours* entries: R. A. Neaves took the Capstan 84 miles to Langport and Tom Evans of Dublin went three miles beyond Sherborne.

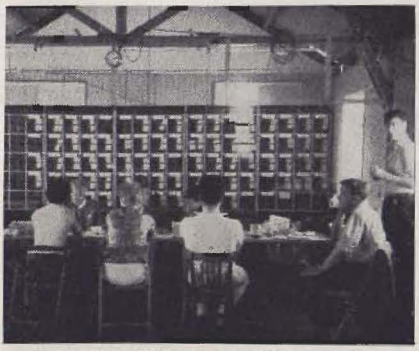
League 2 : Longest Distances

Pilot	*Landing*	*Miles*	*Pts.*
Innes	Newquay	185.5	1000
Cunningham	Nr. Bude	155.5	742
Kerridge	Bideford	147.5	700
Mettam	W. Giffard	139.1	654
Garrod	S. Molton	126.5	644
Aldridge	S. Molton	121.9	616
Hanneman	Luckwell	114.3	569
Findon	Ch. Sodbury	112.5	559
Jerzycki	Witheridge	118.9	543
Pennycuick	Bere Regis	109.6	541
Alexander	Exeter	108.9	357
Carr	Hullavington	111.7	504

Leading Totals, 4 Days

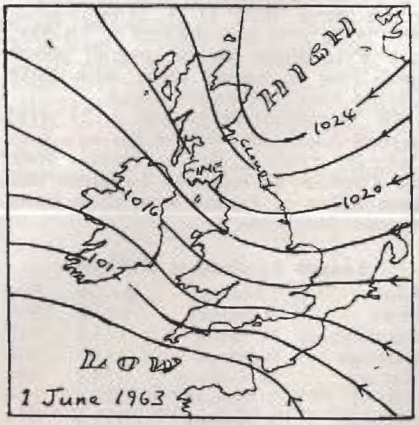
Garrod	3260	Kerridge & Purnell	2834
Innes	3137	Davey	2745
Carr	3024	Jerzycki	2740
Dawson	2975	Aldridge	2692
Hunt & Cunningham	2892	Fitzroy	2609

Aggregate distance, both Leagues, 7,662 miles from 137 launches; aggregate flying time, 284 hrs. 46 mins.



The well-organized control room.
Photo by A. E. Slater

Saturday, 1st June



SATURDAY, 1ST JUNE. *Still the dry airstream from the east, but now stronger. In fact, the wind was about* 100 *degrees* 20-25 *knots at flight levels over much of the course. Thermals were again mostly dry, although there were a few large convection clouds in the west.*

LEAGUES 1 and 2: Race via Wroughton White Horse (S. of Swindon) to Dunkeswell. Distances (approx.): 39 miles N.W. by W., 75 miles S.W. by W.; total 113.9 miles.

LEAGUE 1 was allowed launches from 10.30 a.m. and LEAGUE 2 was to follow at 1.30 p.m. But thermals, as on previous days, were slow to boil up, so League 2 were rather late getting off. In League 1, 29 finished the course and nobody came down on the first leg; Philip Wills won at 55.1 m.p.h. average in spite of getting stuck for ten minutes over Somerset Plain, and 17 pilots went faster than B. J. Davey, who made the best speed of the 12 who finished in League 2, 47.2 m.p.h.

On the first leg the going was good with a following wind, and Ted Shephard, for instance, covered the 39 miles in 38 minutes but took 2 hours over the remainder. Thermals were weakening by 6 p.m., and over Chard a large gaggle were all sustaining themselves at about 800 ft. above ground. Ron Dunn, however, stayed airborne till 7 p.m. in making League 1's slowest speed to the goal.

John Evans was approaching to land at Upottery when he saw others had landed there, so decided to beat them by carrying on to the next field; but something sustained him for another 4 miles and he just managed to land down wind at the goal.

League 1 : Fastest Speeds

Pilot	*Sailplane*	*m.p.h.*	*Pts.*
Wills	Skl. 4	55.1	1000
Stephenson	Skl. 4	54.4	983
Scott	Oly 419	54.3	979
Piggott	Foka	54.1	976
Stone	Skl. 4	52.3	931
James	Skl. 3F	52.3	931
Williamson	Oly 419	52.2	929
Dimock	Skl. 4	51.8	920
Burton	Skl. 4	50.4	895
Warminger	Oly 419	50.2	892
Ince	Skl. 4	50.1	880

Leading Totals, 4 Days

Williamson	3711	Piggott	3317
Scott	3695	Burgess	3302
Stone	3607	Burton	3278
Delafield	3499	Warminger	3140
Ince	3449	Jones	3114
Spottiswood	3423	Strachan	3098

League 2 : Fastest Speeds

Pilot	*Sailplane*	*m.p.h.*	*Pts.*
Aldridge	Austria	45.6	1000
Garrod	Oly 463	43.8	978
Fitzroy	Ka-6	42.9	967
Davey	Skl. 4	47.2	928
Hanneman	Oly 463	39.3	927
Innes	Skl. 2	39.1	921
Doughty	Skl. 3F	42.9	878
Sutcliffe	Skl. 4	41.5	864

This was League 2's last Contest Day,



Keith Aldridge in his Standard Austria.
Photo by A. E. Slater

so their total scores were as given in the table of Final Results.

Aggregate distance, both Leagues: 8,402 miles from 121 launches; aggregate flying time, 228 hrs. 59 mins.

Sunday, 2nd June

SUNDAY, 2ND JUNE. *The weather map over the British Isles was very similar to that for 1st June, but the winds even stronger. Pilots were helped on their way to Chivenor by a 30-knot tailwind. Thermals were often distorted but moderate to strong.*



The hard-working tugs, ready at a moment's notice.
Photo by A. Jaworski

LEAGUE 1: Race to Chivenor airfield (near Barnstaple), 135.7 miles to W.

Forecast winds were such as to make this almost the only possible task, Chivenor being practically due west and only 3 miles short of the North Devon coast. The strongest wind was expected to be 30 knots at 3,000 ft., falling off symmetrically both above and below, thus: 27 kts. at 4,000 and 2,000 ft., 22 kts. at 5,000 and 1,000 ft., 20 kts. at 6,000 ft. (the convection ceiling proved to be 6,100 ft. a.s.l., or 5,500 ft. above take-off).

As the wind was too rough for Tiger Moths, eight Austers bravely launched the lot without mishap though with exciting moments.

Upper air observations published by the Met. Office later confirmed that the strongest wind at Crawley, Sussex, was at 3,000 ft., blowing 33 kts. at 11.10 G.M.T. and 35 kts. at 17.45; at Camborne, Cornwall, it was 28 kts. at 3,000 ft. at 11.30, and 33 kts. at 5,000 ft. at 17.30.

Because of opposite shears above and below this level, Wallington prophesied downcurrents on the downwind side of thermals at 2,000 ft. and on the upwind side at 6,000 ft.; at 4,000 ft. they would form streets and below 1,000 ft. they would be chaotic. They were indeed chaotic, Gerry Burgess found, for he never got really high; nor, he said, did 20 others who were with him.

Since the wind was strongest at 3,000 ft., pilots might have been expected to stay around that height if they could, and Wally Kahn kept between 2,000 and 4,000 ft. till, beyond Minehead, he ventured to 5,000. But though Mike Bird was mostly at 3,000 it was too low for comfort and he was really trying to climb higher. David Carrow thought so too, and managed to stay around 4,000 ft. all the time, while Ian Strachan also preferred 3,500-5,500 ft.

As to thermal streets, Strachan found them to be oriented E.N.E./W.S.W., and as soon as he had used one cloud, another would form ahead. The streets became stronger towards the end, according to Brennig James, who found all thermals strong, perhaps because he kept south of track to be over high ground. But high ground had its disadvantages, for Anne Burns got a nasty down-current in the lee of the Quantocks, while Strachan found another to leeward of Exmoor.

John Williamson lost his lead by getting so low near Upottery that he had to slope-soar over the downwind end of a valley till the next thermal came along. He had already been scraping for 20 or 30 minutes over high ground, yet until this happened he had been



Ted Jerzycki in Skylark 4
Photo by A. Jaworski

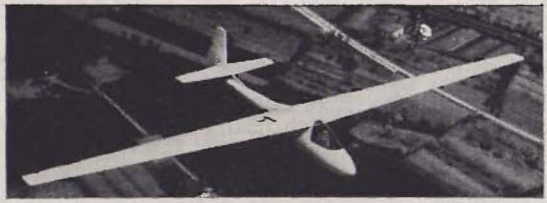
averaging 75 m.p.h.

Ian Strachan, with 71.1 m.p.h., set up a new U.K. Goal Speed record for 200 km., and although he turned off his barograph in mistake for turning it on, the B.G.A. Council has decided that "the flight was made under control conditions and was otherwise in order" so has homologated the record. The previous record was 58.8 m.p.h. by Nicholas Goodhart, and of the 28 who finished the course, 11 competitors beat it this day, 7 of them by more than the 5 km/h. required for a new record.

Anne Burns, with 53.2 m.p.h., beat her previous U.K. women's record of 42.3 m.p.h. over 200 km.

League 1: Speeds (m.p.h.)			
Strachan	71.1	Dunn	57.2
James	67.4	Stone	56.6
Scott	66.8	Bird	56.1
Delafield	65.9	Fairman	56.0
Dimock	65.3	Jefferson	55.7
Wills	63.0	Bentson	55.6
Gough	63.0	Smith	54.6
Kahn	61.8	Spottiswood	53.9
Williamson	60.5	A. Burns	53.2
Warminger	60.3	Fielden	53.2
Stephenson	59.8	Ellis	52.8
Piggott	58.4	Carrow	51.7
Kearon	57.5	Stark	51.6
Burton	57.3	Jeffery	48.7

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Monday, 3rd June

MONDAY, 3RD JUNE. *Still no change in the weather map, but now the surface winds at Lasham were too strong and gusty to justify attempting a final day's task.*

With the wind blowing harder than ever, no task could be set, because (a) a short out-and-return to get competitors back for the prizegiving was out of the question, and (b) it would be even more fraught for the tugs than the day before. At briefing, Derek Piggott raised loud applause by saying "how grateful we are to the tug pilots yesterday for risking their necks".

Mr. Beverley Shenstone, Chief Engineer of British European Airways and immediate past president of the Royal Aeronautical Society, presented the trophies and prizes. Then Mr. Ware, of Messrs. W. D. and H. O. Wills, who had already presented the first Capstan two-seater trainer to the B.G.A. at last year's Championships, handed over a cheque (amount not disclosed) to provide scholarships for deserving cases to be trained as instructors. Ann Welch announced that Clive Hunt, of the Southdown Club, was the first instructor to be passed out successfully in the Capstan.

Peter Scott expressed "superlative" gratitude to the Chief Marshal, Derrick Goddard, and Philip Wills referred to Ann Welch as the World Champion Task Setter.



Mike Garrod, winner in League 2.
Courtesy of "Flight"





Left: Derrick Goddard, Chief Marshal. Right: Backroom boys checking distances: Gordon Cleminson, behind him Robin Harper, on right Alistair McConnell.
Photos by "Flight" and Rika Harwood

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NATIONAL CHAMPIONSHIP RESULTS

LEAGUE 1

Final Place		Pilot or Pilots	No. of Contest Day and Date 1 26th	2 27th	3 31st	4 1st	5 2nd	Final Points	Comp. No.	Sailplane	Entrant or Owner
1.		P. M. Scott	821	1000	895	979	919	4614	10	Olympia 419	Private Owner
2.		J. S. Williamson	1000	923	859	929	807	4518	86	Olympia 419	R.A.F.
3.	1.	J. Delafield	915	778	952	854	903	4402	175	Ka-6	R.A.F.
4.		A. J. Stone	783	990	903	931	744	4351	411	Skylark 4	Private Owner
5.		J. D. Spottiswood	861	809	903	850	703	4126	150	Skylark 3	R.A.F.
6.		I. W. Strachan	854	767	631	846	1000	4098	258	Skylark 4	R.A.F.
7.	2.	A. D. Piggott	893	798	650	976	773	4090	17	Foka	Hon. Enid Paget
8.		G. E. Burton	903	828	662	885	756	4034	257	Skylark 4	Private Owner
9.		A. H. Warminger	661	738	859	882	804	3944	44	Olympia 419	Private Owner
10.		A. W. Gough	767	824	574	772	850	3745	205	Olympia 419	R.A.F.
11.		D. H. G. Ince	776	884	909	880	248	3697	30	Skylark 4	Private Owner
12.		N. W. Kearon	617	820	690	770	759	3656	73	Skylark 3	R.A.F.
13.		R. A. E. Dunn	763	718	831	576	754	3642	16	Skylark 4	R.A.F.
14.		W. A. H. Kahn	800	932	774	268	829	3603	4	Skylark 3B	Private Owner
15.		G. H. Stephenson	845	870	65	983	796	3559	8	Skylark 4	Private Owner
16.		C. P. A. Jeffery	698	847	591	765	629	3530	214	Skylark 3	D. Robson and Partners
17.		H. R. Dimock	94	797	814	920	891	3516	228	Skylark 4	Private Owner
18.		M. C. Fairman	630	650	814	687	734	3515	177	Skylark 3	Private Owner
19.		P. G. Burgess	848	773	853	828	107	3409	139	Skylark 3G	Private Owner
20.		J. D. Jones	692	662	895	865	252	3366	180	Skylark 3F	Private Owner
21.		Anne Burns	615	275	930	794	693	3307	75	Olympia 419	H. C. G. Buckingham
22.		D. B. James	758	327	344	931	930	3290	160	Skylark 3F	Surrey G.C.
23.		P. A. Wills	159	261	1000	1000	850	3270	1	Skylark 4	Private Owner
24.		J. B. Jefferson	717	725	801	282	731	3256	37	Skylark 3B	Private Owner
25.		J. S. Fielden	213	754	956	597	692	3222	200	Skylark 3A	Private Owner
26.		C. A. P. Ellis	572	317	861	699	685	3134	9	Skylark 3	London G.C.
27.		D. D. Carrow	692	94	814	794	670	3054	20	Skylark 3B	Private Owner
28.		C. W. Bentson	216	394	887	817	729	3043	361	Skylark 4	Private Owner
29.		G. W. Mackworth-Young	760	257	854	744	232	2852	13	Skylark 3G	Private Owner
30.		R. A. Mann	804	783	930	260	56	2833	36	Skylark 4	Private Owner
31.		D. A. Smith	706	798	341	270	713	2828	42	Skylark 3B	Private Owner
32.		E. G. Shephard	855	245	942	712	0	2754	52	Skylark 3F	Army G. Assocn.
33.		M. Bird	756	352	489	277	735	2619	173	Skylark 3F	Private Owner
34.		E. Stark	282	273	557	260	668	2040	72	Olympia 419	Army G. Assocn.
35.		D. C. Snodgrass	576	305	812	254	0	1947	189	Skylark 4	Private Owner
36.	3.	F. G. Irving and R. G. Procter	728	102	599	268	241	1938	229	Skylark 2	R.A.E. G.C.
37.		W. N. Tonkyn	651	0	656	289	186	1782	96	Eagle 3	Imperial College G.C.
38.	4.	F. A. O. Gaze	727	133	575	200	129	1764	210	Std. Austria	Private Owner
39.		J. G. Croshaw	294	245	303	62	239	1143	233	Skylark 4	R.A.F.
20.	5.	I. Paul	0	65	0	617	201	883	2	Skylark 2	Private Owner

NOTE.—Figures in 2nd column show placing in Standard Class Championship.

LEAGUE 2

Final Place	Pilot or Pilots	No. of Contest Day and Date 1 26th	2 27th	3 31st	4 1st	5 2nd	Final Points	Comp. No.	Sailplane	Entrant or Owner
1.	M. P. Garrod	1000	671	945	644	978	4238	261	Olympia 463	Private Owner
2.	D. S. Innes	594	710	833	1000	921	4058	207	Skylark 2	R.A.F.
3.	V. C. Carr	830	1000	690	504	833	3857	108	Skylark 4	C. R. Simpson & Ptns.
4.	M. S. Hunt		683			832				
	D. C. Cunningham	839		628	742		3724	240	Skylark 4	Burrows & Smith
5.	K. R. Aldridge	232	910	934	616	1000	3692	57	Std. Austria	Private Owner
6.	B. J. Davey	915	645	823	362	928	3673	266	Skylark 4	F. G. Irving & Ptns.
7.	K. C. Fitzroy	801	585	740	483	967	3576	118	Eagle	R.A.F.
8.	A. D. Purnell	188		1000		617				
	D. C. Kerridge		946		700		3451	147	Skylark 3F	Surrey G.C.
9.	E. B. Jerzycki	751	605	841	543	609	3349	303	Skylark 4	Polish A.F. Assoc.
10.	P. Hanneman	88	916	728	569	927	3228	24	Olympia 463	R.A.F.
11.	P. E. Dawson	908	669	914	484	237	3212	89	Olympia 401	R.A.F.
12.	C. R. Hurst	726	663		420	617				
	J. L. Smoker			624			3050	169	Skylark 4	Private Owner
13.	S. M. Morison	823		645		617				
	R. C. Pick		531		400		3016	98	Skylark 4	Private Owner
14.	G. S. Neumann	494		704		244				
	C. J. Pennycuick		866		541		2849	56	Skylark 2	Cambridge Univ. G.C.
15.	G. T. Collins	164	886	589	418	617	2674	103	Skylark 3	Private Owner
16.	A. Doughty	157	594	589	453	878	2671	91	Skylark 3F	Private Owner
17.	C. Dorman	182		697		587				
	F. W. L. Shephard		839		326		2631	348	Olympia 463	Army G. Assoc.
18.	P. Minton	180	645	623	393	787	2628	296	Skylark 4	Imperial College G.C.
19.	J. A. Evans	241	605	580	409	780	2615	190	Skylark 3F	Army G. Assoc.
20.	C. Green	568	307	536	443	620	2474	18	Skylark 3F	Col. Benson & Ptns.
21.	R. D. Dickson	927	633	326	187	340	2413	34	Gull 4	Private Owner
22.	J. L. Bayley	542	608	569	319	343	2381	90	Olympia 403	R.A.F.
23.	A. O. Sutcliffe	72		497		864				
	P. R. Philpot		469		298		2200	81	Skylark 4	Private Owner
24.	R. H. Perrott		977			60				
	G. Fisher	0		818	336		2191	33	Skylark 2c	Private Owner
25.	R. I. Tarver	139		310		160				
	J. A. Findon		982		559		2150	48	Olympia 463	F. Wright & Ptns.
26.	D. P. L. Scallon	80	839	557	454	115	2045	148	Skylark 2	Surrey G.C.
27.	P. D. Kevap	0	318	978	443	293	2032	183	Skylark 2	R.A.F.
28.	G. R. Whitfield	199		235		640				
	A. L. L. Alexander		345		537		1956	187	Olympia 460	Cambridge Univ. G.C.
29.	J. Tweedy	230		572		41				
	B. Thomas		847		170		1860	71	Sky	Private Owner
30.	Rika Harwood	188		299		451				
	H. Mettam		193		654		1785	65	Skylark 3B	Private Owner
31.	R. C. Stafford Allen	67	866	268	326	42	1569	179	Eagle	London G.C.
32.	J. Pickles	205	561	282	0	390	1438	249	Olympia 463	R.A.F.
33.	P. Collier		585			0				
	D. W. Corrick	201		268	305		1359	78	Skylark 2	Bristol G.C.

LEAGUE 2—continued

Final Place	Pilot or Pilots	No. of Contest Day and Date 1 26th	2 27th	3 31st	4 1st	5 2nd	Final Points	Comp. No.	Sailplane	Entrant or Owner
34.	T. A. McMullin	54	666	154	399	45	1318	40	Olympia 2	Private Owner
35.	R. T. Willbie	154	520	—	358	152	1184	68	Skylark 3B	Private Owner
36.	K. W. Blake		637			0				
	H. U. Midwood	196		161	188		1182	300	Peak 100	Private Owner
37.	L. Kurylowicz	67	525	53	119	384	1148	222	Mucha Std.	Polish A.F. Assoc.
38.	B. B. C. Watson	205	69	—	469	253	996	46	Sky	Private Owner
39.	G. Glennie	—	432	25	430	46	933	152	Skylark 2B	R.N. Condor G.C.
Hors Concours										
34+	T. W. Evans	0	717	259	306	21	1303	123	Skylark 2	Dublin G.C.
37+	K. Moseley	28								
	R. A. Neaves		332		422		1141	6	Capstan	B.G.A.
	J. Everitt			341		18				

NOTE.—A dash indicates that the sailplane was not flown; a zero that the pilot flew but did not score.



John Furlong (left) and visitors: Ian and Yvonne Bonham and A. Verity.
Photo by W. F. Jordan













LA
A
LAS

Top Row:
Ann Welch,
Clerk of the
Rika Harwoo
Brenda Horsf
Anne Burns,

Middle Row:
Adrienne Aus
Kitty Wills, t
Rosamund, H
bookstall.

Bottom Row:
Jill Walker,
programme se
Diana Thor
i/c prizes.
Caroline McC
public relatio
Christine C
Southdown



DIES AT SHAM

e Course.
pod, pilot.
sfield, tug pilot.
, pilot.

y:
lustin, B.G.A.
trailer driver.
Hervey,

w:
seller.
as-Ellam,
Quade,
ions.
apman,
lub.



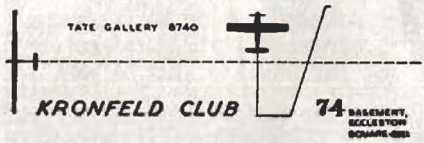




Photos by W. F. Jordan, Charles Brown, etc.







THE prospects of our being able to stay at 74 Eccleston Square are now somewhat brighter. In response to an appeal to members for loans to purchase the 88-year lease we have received over £1,000 in a fortnight. Although we still have a lot of ground to cover to reach the target figure of £4,500 needed for the purchase, alterations, redecorations and refurbishings, the generous contributions of a number of members does make it appear possible.

We are now appealing to a wider public; to our friends in all gliding and flying clubs, the Services and the aircraft industry for the further support needed, but meanwhile we plan to obtain a short-term Bank Loan to enable us to go ahead with the purchase.

The Kronfeld Club is the London Centre for the active private flying and gliding enthusiast, not only in this country, but also for visitors from overseas. Given security we shall be able to vastly improve our facilities and we hope increase our membership.

Further offers of loans and donations should be sent addressed to the Chairman, H. S. S. Trotter, 79-80 Petty France, London, S.W.1.

We have now fixed the date for our Annual Aviation Art Exhibition and Competition, which will be held from the 13th-30th November, inclusive. Details and entry forms from Mrs. Bonham, 14 Little Brownings, London, S.E.23. Start work now, any medium is acceptable, and we want a record entry this year.

Another date to book is our Annual Dinner and Dance at the Eccleston Hotel, which will take place on Friday, 4th October.

We have several particularly interesting Wednesday evenings ahead. On the 28th August Major Philip Cooper will tell us the history of the Glider Pilot Regiment and he is bringing along a few of the Regiment. The 4th September is also a must, when the remarkable film "Friendship 7" will be shown. There will be two showings and seats must be booked in advance at 2s. each.

On the 11th September aviation artist David Shepherd comes again to talk and show us slides of his painting expeditions to various countries. Y. C. B.

Diary of Lectures and Film Shows
Wednesday at 8 p.m.—

July 24 The Aircraft Recognition Society by E. G. A. Wilton.
„ 31 Films: Last part of "Salute to Flight" and "The Story of the St. Lawrence Seaway".
Aug. 7 Aviation colour slides by John Blake.
„ 14 U.S.A. Film "Target for Today".
„ 21 Bomber Command during the Hitler Regime by Vivian Varcoe.
„ 28 History of Glider Pilots Regiment with slides by Philip Cooper.
Sept. 4 U.S.A. Film "Friendship Seven".
„ 11 Artist Travel with the R.A.F. to the Far East by David Shepherd.
„ 18 U.S.A. Film "Memphis Belle" and "The Story of the Flying Fortress".

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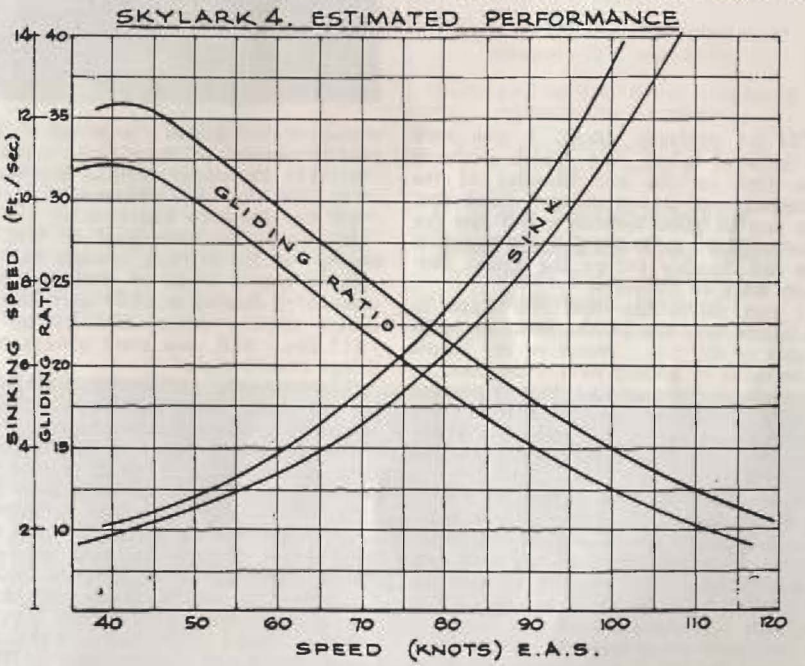
LIEUT.-COMMANDER R. BRETT-KNOWLES, B.G.A. Co-ordinator of Instrument Development, asks that readers who write to him for information on circuit details should enclose a stamped addressed envelope. His own address is:

H.M.S. Collingwood, Fareham, Hants.

Skylark 4 estimated performance curve

THE performance curves for the Skylark 4 issued by Slingsby Sailplanes prior to April 1963 contained an unfortunate error, due to a mix-up in units between miles per hour and knots, and this resulted in an overstatement of the performance at high speed. This error has now been corrected and the performance curve given here can be taken as giving a thorough representation of the performance of the aircraft.

The firm is now stating the performance as falling between two limits. The higher limit will be for an aircraft in clean condition without a wheel. The lower curve should cover a machine that is poorly maintained and has a wheel fitted. For the purpose of best-speed-to-fly calculations, a mean position will probably be the most appropriate.



Man Bites Dog?

EXTRACT from letter published in *Flight* under the above title: ". . . The management of the championships are very interested in Mr. Owen's articles since they are eager to hear some criticism, instead of just praise they have had so far. Personally, I find that some of the facts are not quite right. Most striking to me is the remark about Mr. Schreder having been given roast dog for dinner; nobody eats dogs here. It must have been kid, which is commonly eaten up north, being a choice food in Buenos Aires and fairly expensive too . . ."—Leo Follmann, Buenos Aires.

Kenneth Owen's reply: "The identification of the meal as 'roast dog' was Schreder's, not mine. It is indeed possible that the American pilot was just kidding."

Fly for Fun

by JOHN DELAFIELD

Standard Class Champion, 1963



TO be perfectly frank, I was very relieved when Ann Welch declared No Task on the last Monday of the Competitions! I just did not think that my run of good fortune could last for another day . . . but I felt the same on the last Sunday before the Great Balloon Race to Chivenor.

I can safely say that the Race to Chivenor was one of the most fantastic flights of my life. Never in my whole experience of gliding have I travelled so fast with so little effort. That flight was a most satisfying conclusion to a very exciting and incredibly enjoyable Competition. Let us see how this all came about.

Early this year I was asked by Paddy Kearon whether I'd like to fly a Ka-6 or a Skylark in the Nationals. Remembering the exhausting time my crew and I had in the 1962 Competitions with the R.A.F.G.S.A. Eagle, I chose the lightest machine I could and took the Ka-6. I subsequently had qualms about this decision, but by then it was too late to get a Skylark. How fortunate we were that I was committed to having the Ka-6!

My first flight in this machine was in 1961 and it lasted precisely 10 minutes. My second flight—on the following day, in fact—lasted five hours, took me 200 miles and gave me a Goal Diamond. Really, I suppose that this was a good omen for the next dozen trips, which all took place during the Nationals and the preceding week.

As for the actual tasks flown in the Nationals, I attempted to fly for speed whenever conditions permitted. This paid dividends on three tasks, namely:

(1) The Out-and-Return to Sherborne;
(2) The Race to Dunkeswell;
(3) The Race to Chivenor.

It would also have paid off well on the day of the 300-km. triangle had the area of clamp north of Bath not been present. I landed at 16.45 and watched others coming down near by up till 18.15 hrs. Still, one can't always have things exactly right!

The only other task unaccounted for is the marathon Out-and-Return: Lasham-Bicester-Dunstable-Bicester-Lasham.

On this day I failed to realise for a long time that it did not pay to get lower than 2,500 ft. It would in fact have paid me to get as high as possible in each thermal in order to cross the large areas of calm air and arrive at the next thermal above 2,500 ft. Below this height lift was weak and conditions generally uncomfortable. Peter Scott, I believe, stayed high and climbed to almost the top of each thermal and as a result achieved a fast time for the course.

I don't want to give the impression that I *always* flew for speed. Frequently I slowed down or just did not dare to go fast. The thought was continually running through my mind that it is far better to arrive late than to land one field short after a fast flight. Whilst one is airborne there is still a chance of completing the task, even if you spend half an hour ridge-soaring waiting for the next thermal.

As for the aircraft, I am now con-

vinced that a 15-metre glider is infinitely more fun to fly than these great big 18 or 19-metre craft. Handling in the air, of the Ka–6 in particular, is magnificent, and to my mind a yardstick by which to measure other machines. I found that in the Ka-6 small turbulent thermals were easy to work, and that at low altitude one felt very much at ease because of the machine's good handling. Ground handling and retrieving are of course very much easier than with, say, a Skylark.

On the question of performance, there seemed to be nothing to choose between a Skylark 3 and a Ka–6 at speeds in excess of 50 knots or so. At optimum glide angle I think that the Skylark just wins, but only just.

So to summarise: a Standard Class aircraft, like the Ka–6, gave me more fun for less effort and cost than an Open Class glider and yet still gave virtually the same performance. All we want now is a few more people to take the Standard Class seriously and we'll get less slipped discs, sprained muscles and frayed tempers and a lot more fun out of our flying.

COOK VARIOMETER

The first four places in the 1961 National Championships were taken by pilots who used Cook Variometers.

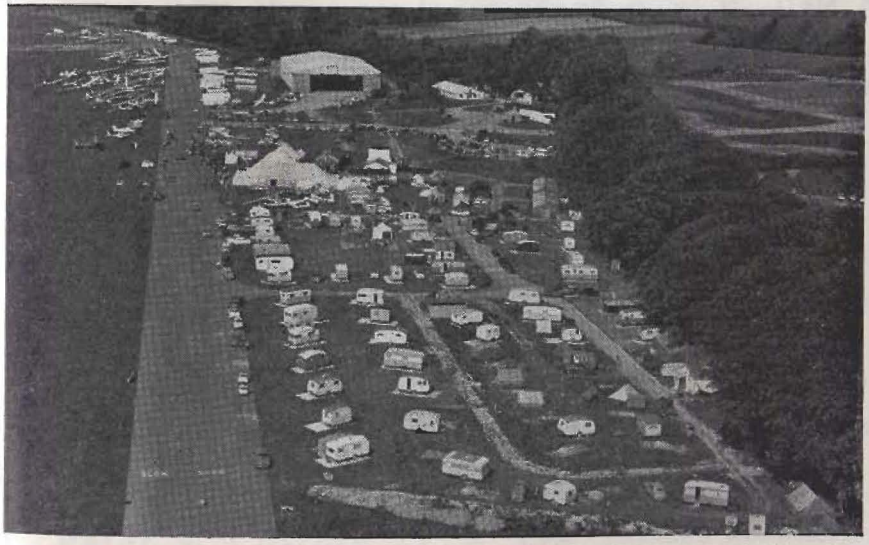
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Darley Dale, Matlock, Derbyshire, England



The caravan park at the Championships; in the distance, trailer and glider park
Photo by Charles Brown

The Rating Scheme

THE Council of the British Gliding Association have decided to use the existing method of Rating with minor modifications for the current year to produce the Rating List for 1964 next January. The Rules are:

1. Rating score will consist of the sum of the expressed marks (as a percentage of the winners' marks) for the six best eligible days for each pilot, devalued as below.
2. Eligible days must be part of a B.G.A. Approved Competition. (Failure to achieve the minimum three days for a competition due to bad weather will not eradicate the one or two successful days for rating purposes.)
3. In future, days devalued for Competition purposes *will not* be revalued.
4. If on any day 80 per cent. or more of the pilots score 80 per cent. or more of the marks, then that day will be devalued a further 10 per cent.; if 90 per cent. or more score 80 per cent., devalue 20 per cent.; if 100 per cent. score 80 per cent., devalue 30 per cent.
5. Marks obtained in the Nationals (100 per cent. League 1 and 80 per cent. League 2) count in full until the next Nationals take place.
6. Marks obtained in Approved Regionals are devalued according to the rating of the top man flying on each day, as follows:

   Top man rated 480 or more, day valued 70 per cent.;
   Top man rated 420 to 479, day valued 60 per cent.;
   Top man rated 419 or less, day valued 50 per cent.
7. Marks as in para. 5 are devalued after a new National Championship as follows:
   If one year old, 10 per cent.; if 2 years old, 20 per cent.; then 10 per cent. per annum.
8. Marks as in para. 6 are devalued 10 per cent. per annum.

Any queries or suggestions for improving the Rating Scheme for 1964 should be sent to John Furlong before September 1st, 1963.

E. J. FURLONG,
Chairman, Flying Committee.

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Three Diamonds

PREVIOUS lists of pilots who have been awarded all three Diamonds (for 500 km. distance, 300 km. goal flight and 5,000 m. height gain) were published in the following issues:

February 1958, p. 19, Nos. 1 to 80.
February, 1960, p. 36, Nos. 81 to 107.
April, 1960, p. 105, Nos. 108 to 139.
October 1961, p. 310, Nos. 140 to 164.

Nos. 165 to 305 have now been published, and are given below.

The 305 are distributed among the nations as follows:

France and Poland, 91 each; W. Germany, 38; United States, 22; Czechoslovakia, 12; Great Britain, 8; E. Germany, 7; Switzerland, Austria and Yugoslavia, 6 each; Holland, 4; South Africa and Belgium, 3 each; New Zealand and Argentina, 2 each; Canada, Italy, Hungary and Finland, 1 each. The first pilot to acquire all three Diamonds was John Robinson, of the United States, in 1950.

No.	Name	Country
165	Edward Biggs	South Africa
166	Eberhard Ruhkamp	W. Germany
167	André Briquet	France
168	Barbara Maciag	Poland
169	Jean Bacqueville	France
170	Paul Pérignon	France
171	Paul Roger	France
172	Henry Charrier	France
173	Ernst Peter	W. Germany
174	Rudolf Hächler	Switzerland
175	Kurt Baumgartner	Switzerland
176	Boguslaw Wodzynski	Poland
177	Stefan Makne	Poland
178	Slawomir Kwiatkowski	Poland
179	Eugeniusz Pieniazek	Poland
180	Roger Meulemans	Belgium
181	Horst Rakowski	E. Germany
182	Adolf Daumann	E. Germany
183	Udo Elke	E. Germany
184	Robert Litle	United States
185	Helmut Ostertag	W. Germany
186	Oskar Dammann	W. Germany
187	John Williamson	Gt. Britain
188	Denis Burns	Gt. Britain
189	Anne Burns	Gt. Britain

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—excellent performances

The Vasama glider is extremely fast, in gusty conditions 100 m.p.h. and in smooth weather even up to 150 m.p.h. In spite of its speed the Vasama is yet easy to control.

—excellent technical data

The gliding ratio is 1.34 at 50 m.p.h. The minimum sinking speed is 120 f.p.m.

—excellent characteristics

The constructional strength of the Vasama glider is characterized already through the proof load factor of +7,0 and -4,0 G.

For further information please contact us.

K.K. LEHTOVAARA OY

HAMEENLINNA, FINLAND

190	Olgierd Paszyc	Poland	217	Georges Cottard	France
191	Adela Dankowska	Poland	218	Rudolf Nowicki	France
192	Zenon Skolski	Poland	219	René Ostini	France
193	Maksymiliana Paszyc	Poland	220	Jean Herbulot	France
194	Czeslaw Cnotliwy	Poland	221	Philippe Segeron	France
195	Danuta Zachara	Poland	222	Claude Gavillet	France
196	Jerzy Derkowski	Poland	223	Bernard Schneider	France
197	Andrzej Kmiotek	Poland	224	Marc Gelperovic	France
198	Henryk Sienkiewicz	Poland	225	Pierre Dellea	France
199	Jerzy Smielkewicz	Poland	226	Albert Zbogar	France
200	Edward Popiolek	Poland	227	Joseph Fitzner	France
201	Adolf Kasparovsky	Czechoslovakia	228	Robert Geskis	France
202	Milan Svoboda	Czechoslovakia	229	Roger Guerguin	France
203	Ondrej Hudoba	Czechoslovakia	230	Rudolf Nickel	France
204	Ludvik Vlasak	Czechoslovakia	231	Pierre Arnaud	France
205	Eduard van Bree	Holland	232	Dieter Schmitt	W. Germany
206	Renato Vitelli	Italy	233	Franz Ulbing	Austria
207	Rudolf Wilsch	W. Germany	234	Aleksander Drodzynsky	Poland
208	Rolf Peter	E. Germany			
209	Rudolf Hirschfelder	E. Germany	235	Josephus Jungblut	Holland
210	Werner Runge	E. Germany	236	Manfred Blauert	E. Germany
211	Hanna Badura	Poland	237	Sholto Georgeson	New Zealand
212	Marek Kochanowski	Poland	238	Marcel Godinat	United States
213	Jan Prokop	Poland	239	Rudolph Allemann	United States
214	Miroslaw Krolikowski	Poland	240	Julien Audette	Canada
215	Jean Braqueville	France	241	Rolf Spänig	W. Germany
216	Paul Pérignon	France	242	Karl-Ernst Kess	W. Germany

243	Helmut Rosner	W. Germany
244	Heinz Kipke	W. Germany
245	René Comte	Switzerland
246	Ernst Frowein	W. Germany
247	Eckard Bruns	W. Germany
248	Erich-Walter Loh	W. Germany
249	Wolfgang Grob	W. Germany
250	Hans Burzlauer	W. Germany
251	Emil Bucher	W. Germany
252	Arthur Sutter	Switzerland
253	Edwin McClanahan	United States
254	Henri Stouffs	Belgium
255	Richard Schreder	United States
256	Jack Lambie	United States
257	Peter Scott	Gt. Britain
258	Alfred Warminger	Gt. Britain
259	Guido Achleitner	Austria
260	Hans Senger	Austria
261	Ernst Schraffl	Austria
262	Harro Wödl	Austria
263	Werner Lebus	W. Germany
264	Hans-Jochen Haber	W. Germany
265	Hans Schwerzel	W. Germany
266	August Rohlfs	W. Germany
267	Tadeus Wala	Czechoslovakia
268	Frantisek Filipek	Czechoslovakia
269	Tadeusz Popiel	Poland
270	Henryk Rozalski	Poland
271	Waldemar Gross	Poland
272	Henryk Maciag	Poland
273	Lidia Pazio	Poland
274	Stefan Rozycki	Poland
275	Tadeusz Kaczmarek	Poland
276	Jan Wroblewski	Poland
277	Henryk Lisiecki	Poland
278	Andrzej Pazio	Poland
279	Wieslaw Dziedzio	Poland
280	Stanislaw Porebski	Poland
281	Bogdan Jozwicki	Poland
282	Eugeniusz Siedlecki	Poland
283	John van Melzen	Holland
284	Reinhold Stuhr	W. Germany
285	Lauri Liljamo	Finland
286	Heinz Schmitt	W. Germany
287	Willi Rostan	W. Germany
288	Björn Stender	W. Germany
289	Helmut Sinn	W. Germany
290	Fernand Douillez	France
291	Gérard Marest	France
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295	Jacques Rantet	France
296	André Delaune	France
297	Régine Tabuteau	France
298	Edouard Jacquemaire	France
299	Christian Delbarre	France
300	Jean-Marie Lansoy	France
301	Michel Deswarte	France
302	Michel Lambeaux	France
303	Jean-Louis Rouvière	France
304	Pierre Journoud	France
305	Albert Mockel	France

Twice to 26,600 feet

by HUMPHRY DIMOCK

HAVING heard a weather forecast that there would be isolated thunderstorms developing inland on June 7th, I went to Lasham to chase one and gain my Diamond Height in my Skylark 4. A car towed me up to 900 ft., and I lost height to 700 ft. before finding my first thermal under a small cloud. This took me up to cloud-base at 5,000 ft., and from this height the south coast was visible from Brighton to Bournemouth, including the whole of the Isle of Wight.

Two more clouds took me back to 5,000 ft. and the fourth to 12,000 ft. The fifth went up to 14,000 ft. and then I saw a cauliflower of a cloud near Basingstoke which was 5 miles away. By the time I had reached this cloud it had grown very rapidly, and on entering it my variometer stuck over at 10 knots up while the altimeter hands went round like a clock running away. Then the rain started and soon it changed to hail. Imagine sitting inside a tea chest with 200 children bombarding it with pebbles, and that is what the sound was like.

Up to this time I had kept in touch with my car by radio, but the roar of the hail made it impossible to hear. After this the thunder and lightning added to the entertainment. The lightning seemed to pass right through my body, causing me to cry out in pain, and blue sparks flashed around the cockpit, which was coated with ice outside, and also inside from my frozen breath. After I passed 17,000 ft., it was

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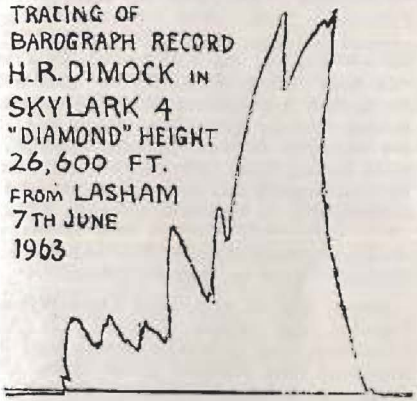
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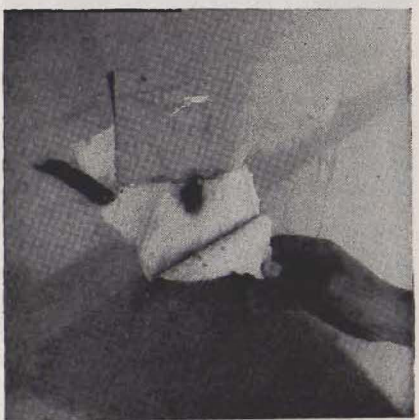
time to take oxygen, which waked me up a bit (as if that was needed!). Above 24,000 ft. the hail and lightning eased off a bit, but the air became very rough, making the glider difficult to control. At 26,600 ft. I popped out of the top of the cloud, thrilled and excited that I was nearly as high as Mount Everest.

From here I flew about 10 miles south, where there were no clouds, before looking back at the cloud from which I had come, then decided that I might get even higher if I re-entered it. A large aeroplane went by a long way below me. The cloud was re-entered, the hail and thunder and lightning restarted, and once more I climbed to 26,600 ft.; but although I stooged around for quite a while in the violent cloud I could not get any higher. The updraughts and downdraughts and turbulence were colossal, so much so that although the straps were pulled tight, my head kept hitting the roof. All my clothing, the instrument panel and instruments had become covered with a coating of fine snow and I began to feel very cold and tired with the very hard work of fighting the controls, so once more turned south.

Coming into the clear, smooth air again, very little cloud could be seen except through the two clear-vision panels. On the way up inside the cloud I took a series of photographs of the instrument panel, and now by twisting and turning I took colour pictures of the cloudscape. The severe cold (about −40°F.) was getting very unpleasant for my summer clothing, so I came down as quickly as possible with the brakes out. On the ground back at Lasham the glider still had a lot of ice on it. The warmth of the air on the ground was most welcome, as also were the hearty congratulations of my friends who came to see the barograph chart and the ice in the cockpit.

This flight has rarely been beaten for altitude in England, but it is not a record. However, there is always hope for tomorrow.

EDITORIAL NOTE.—The only higher flights in England that we can call to mind are: June 9th, 1957, A. H. Warminger reached about 30,000 ft., but his barograph did not register it; July 19th, 1957, John Williamson set up official U.K. records for absolute altitude, 28,500 ft., and gain of height, 26,300 ft.; June 18th, 1960, G. J. Rondel, U.K. record for absolute altitude, 30,580 ft., and British and U.K. records for gain of height, 29,100 ft.



On the same day as Humphry Dimock's flight, Lee Hood took this machine to 17,000 ft. Two days later he climbed in it to 20,000 ft., at which height it was struck by lightning, as this picture shows. But although only a small burn in the wing could be seen from outside, on further inspection it was found that a large portion of the main spar was damaged and had to be replaced, and further that an elevator cable was nearly burnt through at the tail end.

Photo by W. Stack

C. H. Lowe-Wylde



THE subject of this biography was a "household word" in British gliding for the first three years after its revival in 1930; and now the 30th anniversary of his death is a suitable time to recall what he did for the movement. Known at an earlier stage of his life as Harold Lowe, he was born at Newcastle-on-Tyne on February 4th, 1901, built his first glider at the age of 14, and learned to fly at 17. He was apprenticed to Armstrong-Whitworth's, spent two years in the R.A.F. as technical instructor, represented Blackburn's in Greece, and then joined the Supermarine firm. A writer in *The Aeroplane* of November 13th, 1959, described how he met Lowe at Newcastle in 1921, by which time he had already "built several aeroplanes". So it is not surprising that he served the gliding movement by designing and building a whole series of gliders.

Lowe-Wylde formed the first Kent Gliding Club on January 4th, 1930. The London Club beat him to it by two days, being officially formed on the 2nd: but in spite of this, Kent was first in the air, because Lowe-Wylde, who was possessed of demonaical energy, designed and built a primary glider in five weeks, helped by club members. This machine, called "Columbus", first flew at Detling on February 23rd, 1930. It was taken around to other club grounds, and on March 30th, at the London Club's first site near Tring, Lowe-Wylde qualified for British A certificate No. 1. This first British primary glider was still in use at the outbreak of war, its only modifications having been conversion from wire to strut bracing and an improved rudder. Surprisingly, it was still alive in April, 1953, when Bill Tonkyn saw it being used for ground-slides at No. 162 A.T.C. Gliding School at Hamsey Green.

Some time in mid 1930 Lowe-Wylde founded the British Aircraft Co. at Maidstone, and in a little over a year it produced nine different glider types, all designated B.A.C. followed by a number. I cannot discover the date of its foundation, but it was first advertised in the *B.G.A. Journal* for August, 1930, and in March the following year it was registered as a private company with himself and Mr. and Mrs. Barcham Green as directors.

The BAC I and II were first illustrated in THE SAILPLANE AND GLIDER for September 26th, 1930. One was an open Primary trainer with a pair of struts each side and a "cabane" above the wing "to save the pilot's head if the machine turns over in a crash"; the tail was carried on an open framework like that of the Zögling. Only one picture of it ever appeared, and it was probably a "one off", as another open Primary was illustrated in the same issue and also in *Flight* of the same date. This had a tapering box spar to carry the tail; it was later designated BAC II.

BAC III had the same wings and tail but also a proper fuselage, and was intended to replace the German secondary type Prüfling, designed for a pupil's first soaring flights. In January, 1931, this type was given a pair of wheels for Lowe-Wylde's first auto-towing trials — a pair because a wing-tip holder could not be expected to hang on during the time it took to acquire flying speed. BAC V appears to have been a later name for this wheeled version, probably modified somewhat.

With the BAC IV, produced at this time for more efficient auto-towing, a new wing was introduced, with rounded

instead of square-cut tips; it was used on most subsequent BAC types. Auto-towing trials were made at Eastchurch, Detling and Hawkinge, and then the method was demonstrated at Hanworth before prominent aviators, who were invited to have a try — Sir Alan Cobham was one. I went along with Sebert Humphries, who was despondent after crashing a Primary; he had two tows across the aerodrome at a low height, his confidence was restored, and from that day he never looked back. In a glowing account in THE SAILPLANE (February 20th, 1931) he wrote: "The amount of vital rudder and elevator practice was equal to about ten weekends of average luck in a gliding club."

Lowe-Wylde visited a great many clubs in the course of demonstrating his products, and always discussed their problems with them. It was this that led him to introduce auto-towing as a substitute for catapulting with a bungy; and, although he was not the first in the world to launch a glider behind a car, he was pretty certainly the first to develop the method for *ab initio* training. On January 16th, 1931, he wrote prophetically: "Investigation of Instruction by Auto-Towing should make it possible for Clubs operating in flat districts with an efficient machine to reach the underside of the cloud strata where free soaring and cross-country flights should become possible."

The BAC IV was developed into the VI, and in this machine, with the wheels removed, Wolf Hirth flew for 2 hrs. 13 mins. at Balsdean, near Brighton, on April 5th; for many years the Southdown Club proudly claimed this as a World Record from an auto-tow launch. Hirth afterwards introduced auto-towing instruction at his privately-owned gliding school at Grunau in Silesia.

Lowe-Wylde followed Hirth in the same machine and qualified for his C certificate. But although his interest in gliding had first been aroused by the spectacular soaring flights in Germany, it must be admitted that his keenness on soaring declined and he came to look on gliding as merely a cheap way of getting air experience. He developed the BAC VII two-seater — still with the same wing — and with it he toured the country more vigorously than ever, not confining himself to gliding clubs, but taking up members of the public for profit, including a spell with Sir Alan Cobham's flying circus. This machine became the most famous and widely used of all the BAC types; it made the first British thermal flights in 1933, and the last one I saw was at Camphill soon after the war.

For club demonstrations, Lowe-Wylde added a winch to the car — a Bentley; it was not for winding the cable in, but for paying it out at the start of the launching run, so that the car could accelerate quickly before the full drag of the accelerating glider came into play. Thus, it was claimed, the glider got off the ground with a shorter run.

An adaptation of the VII with a waterproof hull, the "Bat Boat" or BAC VIII, for launching behind a motor boat, was tried out on the Medway in August, 1931, and at the Welsh Harp pond, Hendon, in December. But Lowe-Wylde's crossing of the Firth of Forth in September was made, not in this, but in a VII after a tow to 4,000 ft. behind a Moth. The towing cable crossed the Forth too, as it would not release at the glider end.

Lowe-Wylde's last glider type, the BAC IX, made a dramatic appearance at the end of a weekend competition at Balsdean on October 4th, 1931. It was an entirely novel type, a clean-lined sailplane of 35 ft. span intended to be sold to impecunious clubs in kit form. It had been designed and built in 12 days and 3 nights, and there was no time to finish painting it — such paint as it had was still wet. As it arrived at Balsdean, a sea fog blew up; nevertheless Lowe-Wylde, after announcing its arrival on the loud-speaker, was launched into the murk and made a blind but safe glide several hundred yards downhill. The wing was cantilever, supported on a high "neck" behind the pilot's head; the rudder and elevator were interchangeable and the tail had no fixed surfaces; the fuselage cross-section was diamond-shaped. But the machine never went into production.

During 1932 Cobham's circus kept Lowe-Wylde busy until the autumn, when he became power-minded and fitted Douglas motor-cycle engines to two of his BAC VIIs each mounted above the

wing with a pusher propeller. In a letter to THE SAILPLANE of November 25th, 1932, he asserted that "the great majority of people are not attracted to gliding with the idea of becoming 'soaring aces'", but simply wanted to learn to fly more cheaply than at an ordinary Aero Club.

But on May 13th, 1933, when demonstrating this machine near Maidstone, he suddenly side-slipped into the ground and was fatally injured. Evidently he had been taken ill in the air — probably, it was believed, due to overwork.

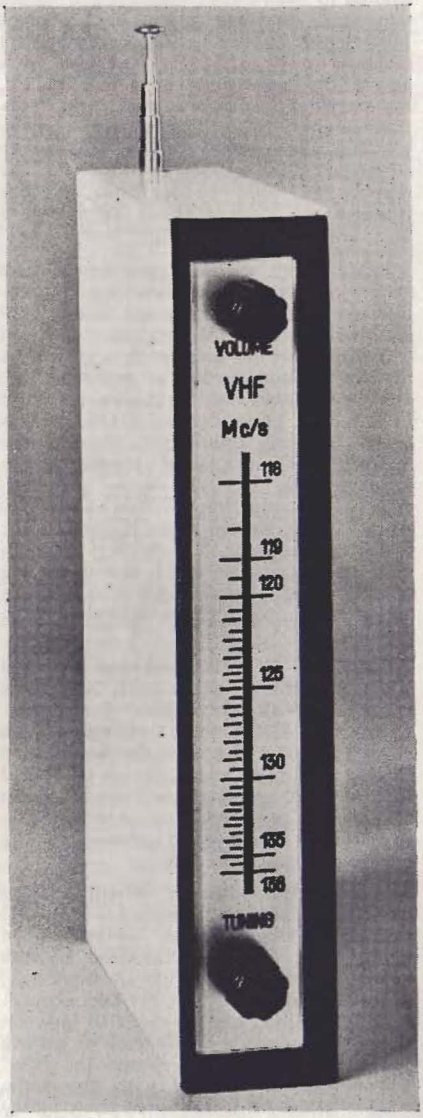
Lowe-Wylde left a wife and three small children unprovided for, but a fund for the children's education was eventually raised by Mr. Gordon England, who had joined Robert Kronfeld and Lord Sempill in a firm which developed and marketed the motorized BAC VII — by now known as the "Drone".

A.E.S.

A. Pocket-Size V.H.F. Receiver

THE firm of EMA Export Ltd., of Buchs/SG, Switzerland, have sent a photo and description of their new pocket-size VHF receiver, concerning which they say:

"This device comprises the frequency range from 118-136 mc./s., that is to say the range in which all flight communications take place on 360 channels. It has the shape and size of a book; it can easily be handled and can be taken everywhere. Due to the built-in battery and telescoping aerial it works independently of site and connection facilities. All stations can easily be located on the dial, which is gauged in ½ mc./s. This device in its electrical construction does not resemble in the least the cheap transistor-home-radio, but it is equipped with parts of high quality, with 9 transistors, and in its function matches all the first-class tube sets. It is not meant for receiving normal broadcasts, but it is constructed specially for flight communication. Also the applied circuit is adapted to its use as purely VHF receiver. The device is highly sensitive, has a HF preselection stage and undesired radiation is reduced to a minimum. The output power is four times higher than that of a small radio; thus the volume and clearness is excellent even in case of noisy surroundings."



The Blanik Two-Seater

IN the "static park" at the National Championships an example of the all-metal Czechoslovak two-seater Blanik was displayed. The machine was already familiar to those who visited Argentina for the World Championships, in which two Blaniks were entered by the Chilean Team, who brought them there by aero-tow over the Andes.

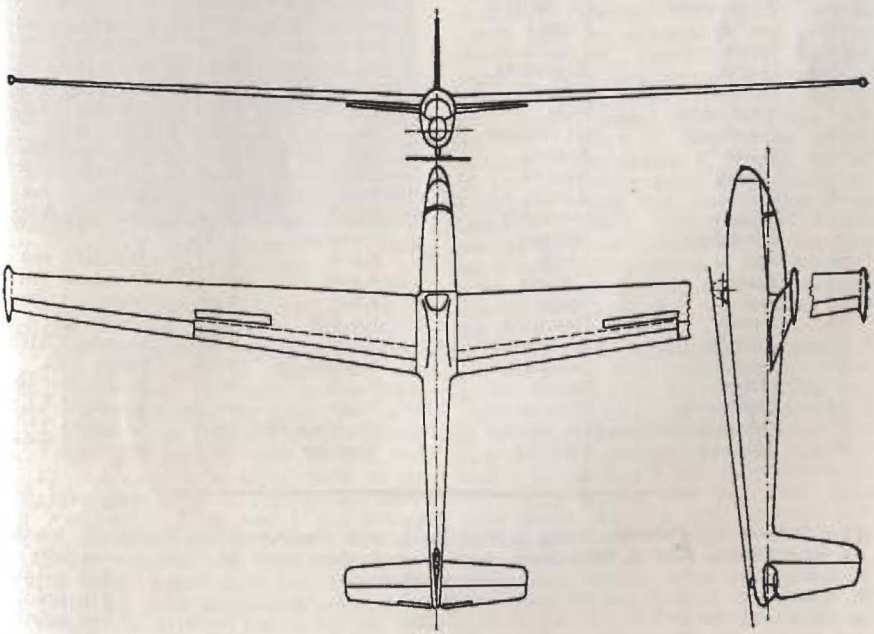
The machine is designed for all stages of training from elementary to high-performance and blind-flying. The only non-metal parts are the fabric coverings on the ailerons, wing flaps, rudder and elevator. The semi-monocoque fuselage is made in two halves riveted together in the vertical plane. A retractable wheel is fitted with a brake.

The two-part wing is swept forward 5° at ¼-chord, and has a dihedral angle of 3° and an aerodynamic twist of 3°. Its span is 16.2 m. (53 ft. 2 in.) and area 19.15 sq. m. (206 sq. ft.).

Aileron control is by levers and rods, elevator and rudder by cables. Torsion bars actuate the flaps and brakes, and connection is automatically made on assembly. All control joints have ball or ball-and-socket bearings, and all control circuits are electrically bonded.

All-up weight is 500 kg. (1,102 lb.); wing loading 26.1 kg./sq. m. (5.34 lb/sq. ft.). Minimum sink is 0.84 m/sec. (2 ft. 9 in./sec.) at 83 k.p.h. (51.6 m.p.h.); best gliding angle 1 in 28.2 at 93 k.p.h. (57.8 m.p.h.). Stalling speed is 62 k.p.h. (38.5 m.p.h.) or, with flaps 10° down, 56 k.p.h. (34.8 m.p.h.). Limiting speed 240 k.p.h. (149 m.p.h.) in smooth air; 145 k.p.h. (90 m.p.h.) in gusty conditions.

We understand that two Blaniks have already been sold in England: one to Mr. Ladislaw Marmol (who will be remembered as the former owner of another Czechoslovak type, the Krajanek, which has since done much flying at British clubs); the other has been ordered by the R.A.F. Gliding and Soaring Association, which is expecting delivery within a month.



If the Internationals were Marked as One Class

AFTER the World Championships at Cologne in 1960, Peter Langford worked out what the leading scores would have been if both Classes had been marked as one Class. The surprising result, published in SAILPLANE AND GLIDING for October, 1960, p. 317, was that the three leading Standard Class pilots—Huth of Germany, Münch of Brazil and Witek of Poland, would have taken the first three places, while Hossinger of Argentina, the World Champion in the Open Class, would have come fourth, and Makula of Poland—actually second in the Open Class, would have been fifth.

Mr. Langford has now obligingly done the same for the leading pilots in this year's World Championships at Junin, Argentina. It has taken him much time, even with a calculator, for usually both Classes had to be re-calculated. This time, for a change, the Open Class Champion retains his leadership and the Class as a whole makes a better showing than last time.

Here, then, are the leading final results if both Classes had been marked as one. Total entries were 68.

Place	*Name*	*Nation*	*Aircraft*	*Revised Marks*	*Class and Official Place*
1	Makula	Poland	Zefir	6036	Open 1st
2	Huth	Germany	Ka-6	5590	Standard 1st
3	Popiel	Poland	Zefir	5559	Open 2nd
4	Schreder	U.S.A.	HP-11	5333	Open 3rd
5	Johnson	U.S.A.	Sisu	5213	Open 4th
6	Hossinger	Argentina	Zefir	5094	Open 5th
7	Henry	France	Breguet 901	5055	Open 6th
8	Spänig	Germany	Zugvogel 3	4980	Open 7th
9	Williamson	Gt. Britain	Skylark 4	4945	Open 8th
10	Lacheny	France	Edelweiss	4735	Standard 2nd
11	Webb	Canada	Skylark 4	4714	Open 9th
12	Ortner	Argentina	Skylark 4	4671	Open 10th
13	Horma	Finland	Vasama	4658	Standard 3rd
14	Brigliadori	Italy	Uribel	4580	Standard 4th
15	Goodhart	Gt. Britain	Skylark 4	4577	Open 11th
16	Wödl	Austria	St. Austria	4472	Standard 5th
17	Ulbing	Austria	St. Austria	4438	Open 12th
18	Fritz	Austria	St. Austria	4435	Standard 8th
19	Sejstrup	Denmark	Ka-6	4316	Standard 10th
20	Tandefelt	Finland	Vasama	4245	Open 13th
21	Ara	Spain	Ka-6	4217	Standard 6th
22	Yeates	Canada	Ka-6	4151	Standard 9th
23	Juez	Spain	Ka-6	4140	Standard 7th
24	Jensen	Denmark	Lo-150	4110	Open 14th
25	Hächler	Switzerland	Ka-6	4089	Standard 11th
26	Ritzi	Switzerland	Skylark 3F	4084	Open 15th
27	Münch	Brazil	Ka-6	4030	Standard 13th
28	Pieczewski	Poland	Foka	4022	Standard 12th
29	Deane Drummond	Gt. Britain	Olympia 460	3949	Standard 15th
30	Witanen	Finland	Vasama	3912	Standard 14th

RICHARD JOHNSON, flying a Skylark 4, won the American Nationals, which were held at Elmira, New York, with seven contest days. The final scores were:

R. Johnson	Skylark 4	5,824 points
B. Carris	R.J.-5	5,816 points
A. Witek (Poland)	Foka	5,344 points

Jingle Bells over 200 kilometres

by IAN STRACHAN

This flight has now been officially confirmed as a U.K. Speed Record to a 200 k.m. goal.

I AM always stuck for a title when it comes to putting pen to paper, so I thought I could do no better than to pinch one from last year's SAILPLANE AND GLIDING. Appropriately enough, one was by that well-known writer of secret agent thrillers and proprietor of the only Gliding Consumers' Association magazine, M. B*rd. Mike's 100-km. flight, described last December, has many similarities to those done in League 1 on Sunday, 2nd June, when a downwind race was set to Chivenor airfield in Devon.



Ian Strachan (left) discusses his flight with John Furlong.
Photo by A. E. Slater

With a 25-30 kt. easterly wind, a Skylark 4 and moderate thermals, I realised that a very high ground speed was possible, and so dispatched my crew to Andover an hour before take-off. The day boiled up quite late with blue thermals at Lasham, and I crossed the line at 3 o'clock with 80 kts. and 3,900 ft. a.s.l. A straight glide at an effective glide ratio of 1:50 to just short of Andover at 2,300 and I was getting worried because of the forecast "chaotic thermals" at low level. However, Anne Burns and John Delafield were in the same predicament, but after a struggle at first we had 5 kts. on the clock and were away. Radio to the crew to proceed, and from here I had no qualms until the final glide.

Small Cu were forming west of Andover, and as each worked to the tune of at least 4 knots, I grew more confident of the conditions and, for practically the first time in these Nationals, felt able to use some speed-flying techniques. Even so, I only had the P.Z.L. speed-to-fly ring set on 2 knots, my reasoning being that I just could not afford to get low by flying too fast, and the wind would do the major work anyway. Also, this season for the first time I had allowed for airspeed position error on the speed-to-fly ring, and this effectively increased all my speeds by 5 knots. The total effect was to produce an inter-thermal speed of 65-70 kts.

Operating height band was 3,500-5,500 ft. a.s.l., leaving lift as it weakened below 3-4 knots. At Warminster the cloud cover had increased and the shadows revealed ill-defined streets which gave an average of *nil* sink to Shepton Mallet. Taunton Vale was no problem and Bridgewater produced a wizard 6 knots to cloudbase at 5,700 ft. a.s.l. Here I joined Mike Fairman and we had 5 miles of level cruise under another street before I pressed off at 70 kts. towards a good cloud south of Minehead which took me to final glide height of 5,000 ft. The Crossfell Audio was once again invaluable in enabling me to stay in the centre of lift "by ear" while accurately map-reading on the quarter-inch map for the range from the goal.

On the G.J. logarithmic calculator I allowed for a 20-kt. tail component and a 60-kt glide and set off, calling my crew on the radio and being astonished at a reply from 60 miles range. By careful map-reading on the quarter-inch I found that I was only just holding the glidepath, and so, rather than slow down, when a 5-kt thermal presented itself south of Exmoor I wound on another 500 ft. and set off at 70 kts. Even then, doubts arose with 15 nautical miles to go, because of 7 miles of sink in the lee of Exmoor which caused me to decrease to 60 kts., which was

the best range speed on the P.Z.L. ring for the particular wind and downdraught combination. At 7 miles range I was losing out on the glide, but with only 1,400 ft. I had to sit and hope. Fortunately the downdraught stopped and I aimed the nose just above the river bend that marks Chivenor, cruising in at 75 kts. for the last four miles.

On landing, I considered that this was the only flight that I had been pleased about during these Nationals, as on all the others I'd either been unhappy about the weather conditions, made a bad tactical decision, or had a scrape. However, I wasn't really prepared for records and things — indeed my first comment to someone who mentioned the word was: "Oh yes, *what* record?"

On analysis, the main factor that enabled ten or so of us to better the previous record was the fortuitous combination of strong wind (marginal for launching, in fact) and moderate thermals. My own flight was lucky in that I didn't scrape and always had good-looking clouds ahead, thus preserving a confident mental attitude which enabled me to leave lift early as it weakened, fly reasonably fast between thermals, and do a decently marginal final glide. A final glide isn't a good one unless you are quaking at some stage!

These downwind dashes are all very well, but you have two hours in the air at an average of perhaps 70 m.p.h., and the crew has a total of 12 hours' driving, which is a laborious and expensive way of getting flying time. An interesting variation would be a task of *maximum* time over a similar course with a similar tailwind to compete with. Oh Lord — that would mean yet another set of formulae for the B.G.A. contest marking system. . . .

Progress on the Peak 100



A close-up view of the Peak 100 with Harry Midwood in the cockpit.

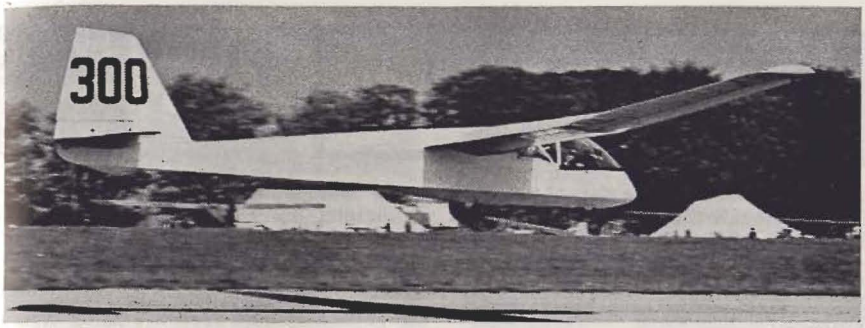


Photo courtesy of "Flight"

THE first flights of the Peak 100 were made at Cranfield in February, in Arctic conditions. Aero-towing was not possible, and after a couple of weeks of frustration, with the weather as bad as ever, the aircraft was taken back to Chapel-en-le-Frith for modifications. Apart from some minor bits and pieces, the most significant change was the lengthening and lowering of the nose.

The next flights were at the Long Mynd at Easter, when several hours of soaring were logged (much of it by Ken Blake, who seemed to find no difficulty in going up to cloud base regularly in spite of having no variometer). Some stalls and incipient spins were done, at a fairly forward C.G. position, and in this condition the aircraft was perfectly docile.

Controls were light and powerful, the time to change direction of a 45° bank being 4½ seconds. The all-round visibility was a comfort on a somewhat crowded ridge. The aircraft is very quiet, and generally pleasant to fly.

Take-off and landing are quite normal, the take-off run being short and ailerons adequate at the lowest speeds. The divebrakes are extremely powerful and the internal wheel brake makes the ground-run short. We used the wheel brake instead of holding back on the bungy launches.

Ground handling, even in the snows of Cranfield and the mud of the Mynd, proved very easy, and I am glad we adopted the two-wheel arrangement.

Rigging and derigging is straightforward and can be done by three men, although it is easier with four or five.

Testing is still far from complete, but, so far as it has gone, I think it fair to say that we are entirely delighted with the aircraft.

Work on the jigging for production is in progress at Peak Sailplanes Ltd. and it is hoped that it will soon be possible to give delivery estimates.

H. U. MIDWOOD.

1963 Accidents

To date, i.e., the first six months, remembering that the first three months there was practically no gliding, there have been 30 accidents, with an estimated damage of well over £3,000. Five persons have been injured, one seriously. Two accidents were due to winch launch drill, or lack of it, one of which could easily have been a double fatality. In another case, a man on the ground was injured — he being a well-versed gliding type, who went ahead and sat in the grass preparatory to taking a picture of an aircraft taking off. He stood up as the aircraft took off and was hit on the head with a wing tip.

Another accident was caused by the previous pilot having carelessly lost loose articles out of his pocket without realising it, which eventually found their way under the seat and jammed the controls. And now we have just heard of a T.21B which blew over because the people in charge did not heed the fact that a very obvious thunderstorm was approaching.

FROM POWDER MONKEY TO ADMIRAL



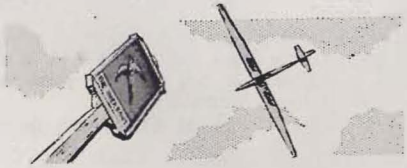
by Philip Wills

ON the third contest day of the 1963 Nationals the Wills team's fortunes were at a pretty low ebb. I had completely fallen down on the first two tasks, and my score was only 460 points.

Ann gave us a 300-km. triangle: Lasham — Sherborne — Nympsfield—Lasham. It was a hot blue easterly day, with a forecast of dry thermals at first, occasional high cu. expected during the afternoon as the ground heated up.

Around one o'clock there was plenty of dry thermal up to 3,000 ft. and I decided, having little to lose, to cut away before most of the others. For ten miles or more I bumbled along the top of the haze layer, losing practically no height. To the south, over the coast, cumulus started to form—clearly some sort of sea-breeze front. But it was too far to reach it, so I carried on. And came unstuck.

The wide area of gentle up-current was succeeded by a similar area of down. Lower and lower I sank, until it became clear that I was lost. I just managed to radio to Kitty that I was landing by the



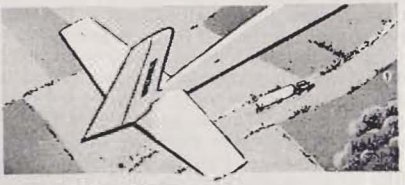
Pheasant Inn, a few miles east of Salisbury. Peter kindly repeated this message to Kitty, and then I was in a large field, listening to the approaching chorus of my more successful competitors, taking advantage of the improving conditions.

Within a quarter of an hour Kitty and David swept up and drove the trailer right up beside the Skylark. Working on our own, we had her packed up in another quarter of an hour; fortunately the farmer arrived and so saved us the time necessary to find him, and we shot off back to Lasham.

It was a hectic drive, not made pleasanter by the hordes of outward bound trailers we swept past on our way, each of which gave us a commiserating wave. Poor us.

Back at Lasham, the field was empty of gliders, save an Austria rigging madly at the launch point after a similar collapse. As we drew up, the crowd belched eager assistants. We arrived at 15.05; at 15.10 I was in the air, at 15.15 was released in 5 knots up. No time to go back and cross the starting line: for us there was now no question of finishing the course; we were in for a rescuing operation, saving what we could from the wreck.

Conditions were fizzing, upcurrents up to seven knots, cruising speeds up to 70 knots. Once more Hampshire streamed



past below, Kitty thundering along the now empty road underneath. Gradually distant voices started coming through again on the radio, and near Salisbury, only 25 minutes later, I saw a glider circling ahead. Joy! So after all we might not be the last.

Kitty and David also started overtaking trailers waiting by the roadside: things were looking up.

Twenty minutes later I was able to tell Kitty to start heading north! I was certain of turning Sherborne, and an hour after take-off I was round the point; several more gliders were around and ahead. The sea-breeze clouds had now moved inland and I was in clear air, whispering along at max. glide speed to try and catch them up. Any attempt to hurry now would be disastrous—and was for those who did.



I headed for a large cumulus which had now built up over Glastonbury, and caught it at 2,000 ft. Cloudbase by now —17.30 hours—was over 5,000 ft., and on reaching it I switched on the turn indicator and climbed up into the cloud.

At 9,500 ft. I ran into trouble. My Cook compass had been showing unaccustomed signs of sticking, and now refused to give me a clear lead out of the cloud on course. Eventually, however, I emerged, but the haze and cloud below were too thick to enable me to make a course other than on my dubious compass. However, I set sail as well as I could on track, and some 20 minutes later Bath appeared ahead to starboard. I gave Kitty my position and was greeted by encouraging noises from her.

West of Charmy Down the scenery below suddenly caused my heart—hitherto somewhat subdued—to leap. "Kitty from Philip: lots of beautiful sailplanes in the fields below!"—"Philip from Mallard (Peter Scott): where are you?" —"Mallard from Philip: 2,000 ft., 14 miles south of Nympsfield"—"Well done. I am on my way home, having landed near Bristol".

Could it be a dream? No—lots more gliders on the ground slid past underneath. We whispered on, pretending to the air that we weren't there.

"Kitty from Philip: just passing over some sort of monument job. Will land at the bottom of the hill, and 'phone Nympsfield". "Philip from Kitty: why can't you make Nympsfield? Go on!" But at that moment I sank below the



hilltop and my reply—which might have been a bit acid—was cut off in its prime.

I landed at 18.30 hours in the prettiest, tiniest village in England: Wortley, near Wootton-under-Edge.

I had beaten the field. Radio and the quick rigging of Skylark 4, plus the lion hearts of Kitty and David, had made the difference between a zero score and a 1,000 points.

And the sticking compass, but for which I might have done even better? I had at last agreed to carry wing-pickets, and they had been stowed in my map pocket, just aft of the Cook. They were, of course, magnetic. No comment.



Chips from the Champs

Alex Orde (former B.G.A. Secretary), commenting on the pilot's attitude in the Foka: "It's like reading in bed."

Wally Kahn over his radio, to nobody in particular, with no particular landmark in sight: "I have reached Position A." This, he presumed, would cause his rivals to waste time looking down and wondering where Position A could possibly be.

Arthur Doughty, on the second leg of the 300-km. triangle on 31st May, had landed on an airfield near the coast west of Bristol, when a customs man approached him and asked: "International or internal flight?"

Ann Welch at briefing, 31st May: "Will the pilot who found rugger posts in the girls' playing field at Sherborne look at the photo more carefully this time."

Wally Kahn, describing his return from Dunstable via Bicester on 27th May: "I was so low over the B.M.C. motor works that I ordered my new car and they accepted the order; then I came home."

Obituaries

Prof. T. Von Karman

Dr. W. B. Klemperer, who put up a world duration record of 15 minutes in an Aachen low-wing glider in 1921, was associated in those pioneering years of soaring flight with the late Prof. von Karman, whose death was reported at Aachen on May 7th.

THE memory of Professor Theodore von Karman, who died on May 7th at the age of almost 82, will forever be cherished by his numerous students and friends who benefited from his teaching and his sage counsel, and by those who are privileged to carry on the development of new technologies to which his clear insight into the nature of the physical world paved the way. Professor von Karman's contributions to scientific understanding range over many disciplines, such as the strength, stability, and stress analysis of beams, columns, plates, shells, and structures; the theory of solid matter; the hydrodynamics of flows through conduits, of ships, seaplanes; wave theory, friction and turbulence; the aerodynamics of wings, airships, airplanes, propellers, helicopters; supersonics, jet propulsion, rocketry, and astronautics; thermodynamics and crystal structure; the physics of technological processes, viscosity, plasticity, elasticity; the mathematical tools of engineering, and many others. (The Karman Vortex Street bears his name.)

Motorless flight has lost in him an ardent friend and supporter whose interest was quite instrumental in bringing about the renaissance of gliding in 1920 and the initiation of the development of Soaring Flight. He was then Professor of Mechanics at the Institute of Technology at Aachen and director of the important Aerodynamic Laboratory where a growing staff of researchers from many countries found inspiring leadership.

While during the years immediately following World War I the treaty of Versailles forbade the construction of powered aircraft in Germany, but made no mention of gliders, it was both logical and fortunate that Dr. von Karman became intrigued with the idea, then espoused by the newly founded Academic Aero-Scientific Association of Aachen, namely to emulate the soaring birds and learn the secrets of their effortless flight by exploiting the energy sources of the atmosphere itself. Not only did the Professor grant the Association permission to assemble the first gliders in the whirling-arm hall of his laboratory, but he also became so interested that he, accompanied by his devoted sister, came with us to the Wasserkuppe during the very first Soaring Encampment and again during several subsequent soaring contests. There he enjoyed animated discussions of the possibilities and physical foundations of soaring flight with the fliers, designers, students, enthusiasts, industrialists and other eminent scientists who visited the Rhön during those early contests. Among them were Professors Prandtl, Hoff, Linke, Georgii, Fokker, Dr. Lachmann, and Sir Frederick Handley Page.

In consequence of these discussions and the experience of witnessing the early soaring flight exploits, Professor von Karman became fascinated by some of

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the more profound problems of dynamics encountered in various modes of motorless flight. It was he who in 1922 derived the phase correlation explanation of the often misunderstood Lilienthal paradox, according to which the motion of a wind vane articulated on a horizontal axis was misinterpreted as indicating an average upward inclination of the wind fluctuations near the ground. In 1921 von Karman wrote an article for the *Zeitschrift für Flugtechnik und Motorluftschiffahrt* (vol. 12 pp. 220-223) on Mechanical Models for Soaring Flight, in which he developed the analysis of certain vertical dynamic soaring manoeuvres conceivable in the presence of harmonic fore-and-aft gustiness, and he derived the optimal phase difference between the gust and the inclination of the undulatory flight path.

It did not take Professor von Karman long to enlist the interest and assistance of his friend Professor Junkers in the development of higher performance sailplanes without and with auxiliary engines, and eventually of light powered airplanes, all with cantilever wings, and this led to the founding of a Junkers-sponsored company, Aachener Segelflugzeugbau, which pursued numerous interesting practical projects.

He is mourned by all who knew him as instrumental in opening the era of applied science and particularly as father of flight through the full gamut of velocity from that of hovering on the spot through soaring, sub-, super- and hypersonic flight into orbit and interplanetary space.

W. B. KLEMPERER.

Lord Gorrell

AUTHOR, poet, chairman of many government committees, and Under-Secretary of State for Air in 1921–22, Lord Gorrell, who died on May 2, will be remembered by pre-war gliding people for his chairmanship of the "Gorrell Committee" on Control of Private Flying, appointed in 1933. The Committee included, among others, E. C. Gordon England (a former B.G.A. Chairman), Col. Moore-Brabazon (now Lord Brabazon) and Sir F. Handley Page, and in January 1934 the "question" of Gliding was added to its terms of reference.

On this subject the Committee's report recommended that towed gliders and gliders carrying passengers for hire or reward should possess certificates of airworthiness and their pilots certificates of competency, and that compulsory third-party insurance should apply to gliders. Regarding a government subsidy, the Committee said:

"While admitting the services which gliding is able to render to aeronautical and meteorological research, we are not convinced that expenditure from public funds in the directions suggested (*i.e.*, a high-efficiency soaring site, central school and research station), for the advancement of what we regard as a form of sport, would be justified, nor, indeed, do we consider that any State assistance of the body controlling it would be warranted.

"If, however, Air Ministry experts are satisfied that proficiency in gliding is of definite value as preparatory training for pilotage of a power-driven aeroplane, it would, in our view, be reasonable for the Department to grant subsidies in respect of gliding certificates on the lines of the present subsidy scheme for light aeroplane clubs. We should expect practical benefits in increased membership and gliding activity to accrue from assistance of this kind."

The late Lord Londonderry, then Secretary of State for Air, in his introduction, accepted the first recommendations and, in addition, announced that the Air Council would subsidise the gliding movement "up to a maximum of £5,000 per annum for a period of 5 years". But this started a row, for in August 1933 the London Gliding Club had disaffiliated from the British Gliding Association owing to dissatisfaction with the latter's conduct of gliding affairs. The Air Ministry refused to grant the subsidy until the quarrel had been made up, for the L.G.C. was then responsible for most of the soaring done in Britain. But the L.G.C. refused to rejoin the B.G.A. until the B.G.A. had altered its constitution so that it would be run by representatives of the gliding clubs. The B.G.A., being bankrupt, had either to give in or disappear.

And that is how the British Gliding Association got its present constitution, and gliding its subsidy. A.E.S.

CORRESPONDENCE

MORE STOCHASTICISM

Dear Sir,

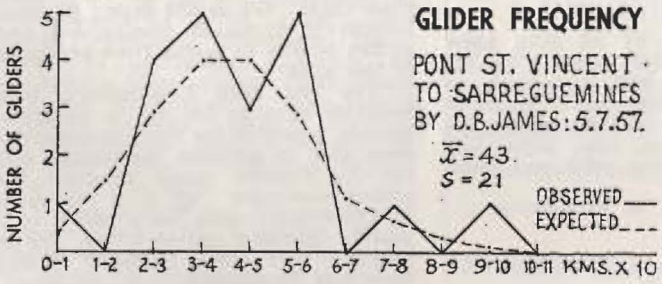
When, at the end of my article "A stochastic cross-country", I invited "other pipe-dreamers to continue the investigation", I did not forsee that D. Brennig James would forget to light his pipe. Pretty though a Poisson distribution is, both its discreteness and its hump give it away; the proper theoretical distribution of landing points (if everybody is equally likely to fall out of the sky all the time) must be continuous and humpless. Humpless, because any point along the route can be regarded as a new launching point as far as the gliders still airborne are concerned; thus, if you sit on the curve and gaze out towards infinity, it must look similar, except for matters of scale, wherever you are. This gives the game away—the distribution is, of course, the negative exponential $1/d.\exp.(-x/d)$.

In fact, everybody is not equally likely to fall out of the sky all the time; the probability of coming unstuck increases steadily as the launching point recedes, and the simplest distribution I can think up which takes this into account is of the form $x.\exp(-x^2)$. It looks rather like Dr. James' Poisson curve, though this is no justification for the latter. Moreover, the skill of pilots and the excellence of sailplanes vary, and this puts up the variance of the expected curve.

University of Pavia, Italy. ANTHONY EDWARDS

Dear Sir,

I regret if any confusion should have arisen over my previous letter since the wording on the graph published was altered from the graph submitted; the corrected wording is shown below. The fit is fairly good, considering that the total number of gliders is only 20. Another example where a reasonable fit was noted was in the task of 30.5.63, in the recent Nationals when a no-contest day was decided upon. It is fair that the results were discarded, since, without any intention to deride the performance of the winners, the results were largely determined by chance.



Marlow, Bucks. D. BRENNIG JAMES

CERTIFICATION OF IMPORTED SECOND-HAND GLIDERS

Dear Sir,

In the April issue of SAILPLANE AND GLIDING there was a B.G.A. Technical Committee report on the certification of second-hand gliders imported from abroad, mainly from Sweden. The reader will easily get the impression that these machines are a thoroughly bad buy. Being on the west coast of Sweden, we have shipped most of these machines (12 out of 16) for different clubs here.

We have taken care not to ship a machine which is not basically sound. In fact, the buyers have been very pleased as a rule. Most of them have even wanted to have more. Extracts from buyers' letters (witnessed by the Notary Public, Gothenburg) to show this have been sent to the B.G.A. Technical Committee, along with a long and detailed letter with answers to the points brought up by the Committee. Unfortunately, it has not been possible for this magazine to give space to this letter.

In short, we have evidence that the buyers have been pleased with what they have got for their money, which, we think, is a matter of rather great importance. And inquiries still come in from the same buyers. We simply cannot understand, therefore, why the Technical Committee should be concerned for technical reasons. The Committee expression "generally poor condition" is amazing, as 11 out of 12 buyers have been pleased.

BENGT MICRANDER.
Chairman, Soaring Section, Aero Club of Gothenburg, Sweden.

EDITORIAL NOTE.—Mr. Micrander has also sent a longer and detailed letter dealing with the individual gliders sold by his club, and this has been considered by the Technical Committee of the British Gliding Association, whose chairman comments:—

I have sent Mr. Micrander a reply to his "long and detailed letter". It will suffice to say here that:

(a) The Technical Committee is only concerned with airworthiness, not value for money.
(b) The observations in the April issue related to second-hand gliders from various sources in addition to Sweden.
(c) Whilst some of the Swedish gliders have been imported in quite good condition, the over-all record justifies the procedures detailed in the April issue. Of the 12 gliders mentioned by Mr. Micrander, one had to have the fuselage completely re-skinned together with repairs to the torsion-box, another has been condemned for extensive glue deterioration and three have caused the owners and the B.G.A. considerable trouble due to very restricted loading limitations.

SAILPLANES PAST AND FUTURE

Dear Sir,

Messrs. Irving's and Goodhart's comments in the last issue on our present type of high-performance gliders might have been unnecessary if things had taken a different turn in 1954. That year saw an embryo "Hot Ship" in the form of the Skylark 1. Those of us who flew this machine extensively, in all sorts of conditions over a period of a year at the Mynd, became quite attached to it. People not so well acquainted were inclined to be much less enthusiastic, as it was at times tricky, pulling away from winch launches. The group of us who were operating it found this little machine to be almost oblivious to strong winds, wind gradients and down-draughts, which compensated for its slightly shy way with anything but reasonable thermals. Once well away from the ground, however, conventional gliders could be shown a clean pair of heels, and it was a delight to fly with extremely crisp controls and powerful airbrakes.

It was our hope that its successor, which we had ordered, would be a cleaned-up model of 15 metres (Mk. 1 was 13.7 metres) but with the characteristics we had so admired in the Mk. 1 improved, or at least retained. Alas, this was not to be, and compromise crept in, i.e., thickened section—lower aspect ratio—less ply on the main plane, etc.—of commercial necessity, I have no doubt, but with the result that a promising line in hot machine development ended.

All this happened nearly 10 years ago; is not the climate now more favourable for the production of specialised machines—I suggest at both ends of the scale—instead of concentrating entirely on all-purpose types which dominate the scene at present? Three distinct categories then appear.

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Midland Gliding Club. JOHN HICKLING.

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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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EAGLE IIIc, C. of A. March, 1964, flown 464 hours, blue and white, instruments, two parachutes, trailer, £1,350. Mick Kaye, Derby and Lancs. Gliding Club, Camphill, Great Hucklow, Derbyshire.

EAGLE with instruments, C. of A. to March, 1964. Seen Long Mynd. £1,100 o.n.o. to Mansell, 32 Waverley Crescent, Romsley, Nr. Halesowen, Worcestershire (Romsley 497).

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SITUATIONS VACANT

CLUB SECRETARY/MANAGER required to take charge of all non-flying administration at Lasham. This is a new post following resignation of general manager and re-allocation of duties. Write to Chairman, David Carrow, 33 Cranmer Court, London, S.W.3.

THE YORKSHIRE GLIDING CLUB require a Steward/Stewardess to run the bar and catering for a new clubhouse at Sutton Bank. The basis of remuneration will be a salary and the income from the catering. Persons with the suitable experience should write to: The Secretary, Yorkshire Gliding Club, Sutton Bank, Thirsk, Yorks.

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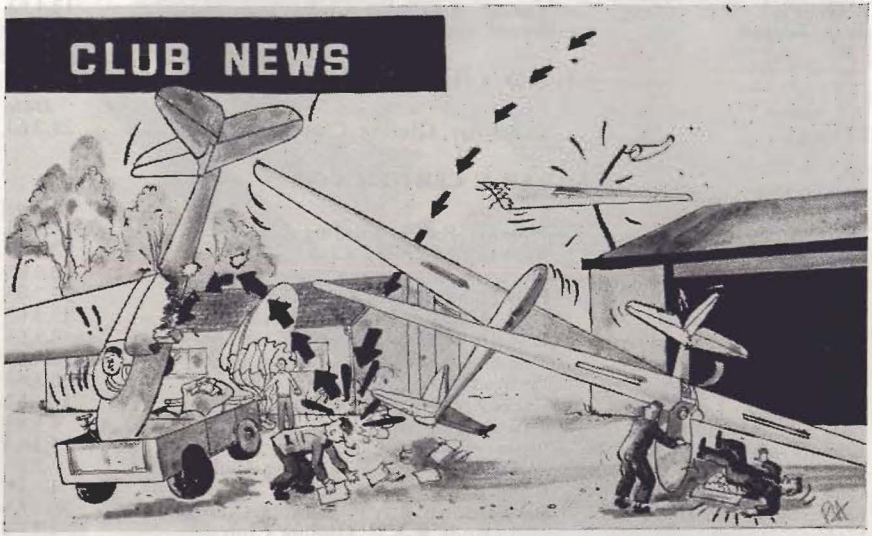
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J. R. Ingram	Laarbruch
R. A. Edinburgh	E. Anglian
R. H. Arden	Bristol
P. M. Tunbridge	Imp. Coll.
W. H. Ryder-Jones	Surrey
M. Scragg	Swindon
D. J. Mitchell	Imp. Coll.
C. S. MacArthur	London



PAT HOLMES sends this sequel to our usual heading shown on the opposite page. Approaching machine hits windsock, loses wing, and bounces into Land Rover; unattended glider facing wind blows over, lifting the other glider's fuselage, thus knocking D.I. man through canopy; surprised man carrying parachute drops it, inadvertently pulling ripcord.

We are always pleased to receive photographs depicting club activities, if suitable for reproduction. They should have clear definition and be at least post-card size. Please send caption, including all names and personalities.

The final date for copy and photos for the October issue is Wednesday, 14th August, to be sent to me at 14 Little Brownings, London, S.E.23. Please type double-spaced on foolscap and state the number of words. Apologies to Club News contributors who did not receive a reminder for this issue.

YVONNE BONHAM, *Club News Editor*

ABERDEEN

THE long-awaited move from Aberdeen Airport to North Litterty, near Turriff, is now a reality. Three club aircraft and the syndicate G.B. were aerotowed to the new site early in April, and the Weihe, Oly and Kranich despatched by road.

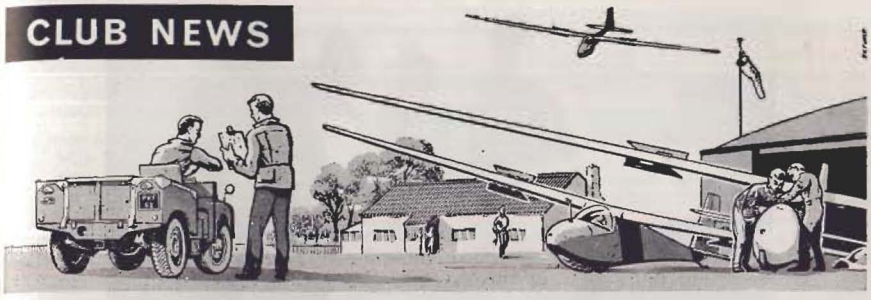
On our first day on the new site, Dave Alty of Fulmar Gliding Club dropped in to visit us in the Skylark 2, having completed a cross-country from somewhere near Elgin. We were indeed

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YVONNE BONHAM,
Club News Editor.

CLUB NEWS



AVRO

THIS is the first time for some years that A.G.C. news has appeared in these columns, and I am pleased to say that we have at last some encouraging news to report.

We at Woodford do not appear to have suffered badly by the bad winter weather, having been prevented from flying for only the four week-ends in January and the first in February. Since then we have almost doubled last year's total of launches.

Early in the year J. Ekman (thanks to a man made thermal—Vulcan running up) and D. Davenport achieved their C certificates. Over the Easter week-end two club aircraft were taken up to Camp Hill by kind permission of the Derbyshire and Lancashire Gliding Club, where due to very bad weather only one flight took place, when Peter Teagle, our Assistant C.F.I., made his Silver C distance to Kirton-in-Lindsey. Congratulations Pete.

Congratulations also to P. Isherwood and M. Worsick who both gained their A and B on May 19th.

The increased flying activities can to a large extent be attributed to the enthusiasm of our new C.F.I., Tony Knight, who has also organised a joint course with the Newcastle Gliding Club on Carlton Moor. We are looking forward to sharing a week's gliding with the Newcastle members.

J.E.

BLACKPOOL & FYLDE

WE returned to Samlesbury Airfield —our summer site, which lies between Preston and Blackburn—on Thursday evening, May 30th. Our home site, Blackpool (Squires Gate) Airport, is becoming busier every year during the season.

Four certificates have already been earned during the first two weeks of June. Malcolm Eaves carried out his first solos at Blackpool on the last Sunday in May, but the runway in use allowed only left-hand circuits so he was unable to meet the B certificate requirements. However, this was easily remedied at Samlesbury two weeks later. The same week-end saw three members qualifying for C certificates, so hearty congratulations to Ken Copper, Martin Fish and Harry Hargreaves. We look forward to the presentation of the certificates by our President, Herbert J. Liver.

An Olympia, reputed to have come from Sutton Bank, landed at Blackpool Airport on Whit-Monday. We were, of course, flying at Samlesbury, so were, regrettably, unable to offer hospitality to the pilot. This is the second Yorkshire Gliding Club aircraft to reach Blackpool —it is high time we dropped in on them.

Gil Haslem's Skylark 3 rebuild is coming on well and should be flying shortly.

The affiliation to us of the English Electric Gliding Club (Preston and Warton Area) is more or less completed and we look forward to a very successful summer.

J. A.

BRISTOL

FIRSTLY, congratulations to Peter Scott on his fine performance which gained him first place in the Nationals. This is the first time that a Bristol Club member has obtained this distinction.

The seasonable weather produced a crop of solos, Cs and Silver Legs, which were as follows:



A. L. Samuels in the cockpit, P. R. Philpot and his fiancée, and J. Daniell, of the Skylark 4 syndicate, talking to Peter Scott (second from left).

Solo: Messrs. Garland, Gonzalez, McLeod Sen. and Pickering.

C flight: Messrs. Arden, Gonzalez and Twiston-Davies.

Silver Distance: Messrs. Webster and Ferguson.

Silver Height: Barbara Webster, Messrs. Craig, Pope, Galizia, Grimes, Ford, Hudless and Ferguson, who completes his Silver C (subject to confirmation).

Five Hours: Messrs. Arden, Ford, Senior and Walker.

Also on the last day of the Nationals, Keith Aldridge did the Lasham-Perranporth milk run in the Standard Austria.

Some of the Silver Legs have been flown in the ex-Tony Gaze Ka–6 which is now being operated by a newly-formed syndicate.

No great heights have been recorded yet, but Tom Bradbury climbed to 13,000 ft. in the syndicate Skylark 4 on June 6th. On the 8th a Skylark 2 and an Olympia flew in from the Coventry Club and a 460 syndicate from Camp Hill arrived to sample the Nympsfield thermals.

On the far side of the field a magnificent wooden hangar has been erected for Eagle Airlines T.42 and in the centre of the field a drainage scheme has been started to prevent the winch run becoming a mud bath.

Tenders are being obtained for a new bunkhouse and negotiations are still in hand for an improved water supply.

Finally, congratulations to Ron and Rosemary Sandford (née Storey) on their elevation to the Joint Flying Membership.

A. L. S.

CAMBRIDGE

ALTHOUGH April and the first three weeks of May were unusually cold and windy, there were a few fair soaring days, and the Club made good use of them. Tony Carter, Ian Wilson and R. L. Fortescue took the Olympia on cross-country flights and thereby completed their Silver Cs. During the same period Ralph Ismail gave a fine demonstration of advanced cross-country work by logging 300 miles in closed circuits, including a 126-mile Out-and-Return flight to Weston-on-Green, the site of the Oxford Gliding Club, on May 9th in the Skylark 2.

The end of May and beginning of June were dominated by a string of anti-cyclonic days which weren't all as good as they looked. Two more Silver C distances were flown by Douglas Carter in the Swallow and by John Thurlow in the Olympia, and David Ware gained his duration leg with a six-hour stint over Cambridge. Very few of the forecast cu-nims came our way, and only Ralph Ismail leapt to a great

height in the Sky on June 6th and gained his first Gold C leg.

Competition flying was not neglected: Two teams battled in League 2 of the National Championships, as recorded elsewhere in this issue, and Simon Redman and John Brenner took part in the week-end rallies at Rearsby with the Sky.

Ken Machin, who staunchly stuck the job of C.F.I. for 13 years and guided the Club from its post-war infancy of solo training to a modern school of Soaring flight, has much to our regret resigned. He plans to devote all his time to running the University. A full obituary would be out of place, since Ken will still remain an active member of the Club. An able successor has been found in Ted Warner.

G. S. N.

CORNISH

DURING the last few seasons we have often bemoaned the fact that only very experienced pilots flying expensive machines have much chance of cross-country flying in Cornwall. Hoping that the real reason for this was not the simple one, that Cornish pilots are dimmer and worse-trained than average, we have found a large number of excuses, both meteorological and geograpical, for the small cross-country mileage put up by rank-and-file members.

However, steps have been taken to overcome some of our problems, e.g., use of inland fields and more aerotows and although results are still modest, morale is rising rapidly.

Ernie Hayman, in the Swallow, set off on a Silver C attempt with cloud base at 1,300 ft. but was soon doing a competent job of cloud flying and put his height gain in the bag at 5,000 ft. He was unlucky to find conditions dead further east, landing about five miles short of his goal, Davidstowe. Trying to fly the Kite 1 under these same clouds, John Kenny's first cross-country was short and sweet—five miles.

Peter Lanyon's first cross-country reads as follows:

Kite 1 launched Perranporth, landed America. Was this a record? Peter was in America (near St. Austell) and still short of his 50 kms. Who says Silver C is too easy?

The Avia and Kite syndicates made an expedition to Newlyn field with the mobile winch and this was a remarkable day for those of us used to flying by the sea. More than half the launches resulted in good thermal flights, two of which are being claimed for Silver C height gain.

The determination to get thermal soaring is shown by the fact that the Swallow, Skylark 4 and Tiger were taken to fly at Davidstowe Moor on what was, at Perranporth, a perfectly good cliff soaring day.

J. E. K.

COVENTRY

THE thermals have finally put in their appearance. This has been proved by several of our members, the most convincing being G. Hare, who will not be able to claim a Silver Height, we don't put a barograph into the T.21 (it not being flown solo above B certificate standard). This particular second solo launch gave him an hour's ride. Two of the other members will be able to claim this leg, however, Messrs. Sower and Baker. C flights have been made by: Sid Shatlock, John Pickles, Lionel Morgan and Fred Rühl. Bill Fay did his Silver Duration on a cross-country, landing at Nympsfield. We have had several promotions to the Skylark and the cross-country list.

The Nationals will get enough space in this issue but we must congratulate the pilots from the club who flew, also we hope that next time Mike Hunt wins a day enough people will score for it to count, this was the second competition running that this has happened to him! Another recent competition was that at Rearsby, in which two club and seven private aircraft from Coventry flew. Amongst these entries was the outright winner, the Olympia 463 flown by Ivor Tarver and Alwyn Findon. The Club's Skylark 3 came 10th, but the Olympia was less fortunate in the rather mixed conditions.

During a recent outburst of cross-country flying the following come to mind: Bill Fay's trip to Castle Camp, Doug Sadler's to Langar, Mike Aspinal's to Nympsfield and Richard Hill's to Edgehill Ridge, where he soared until the wind dropped, demonstrating the feasibility of this method for five-hour

legs, even if he did not get one. The Ludgate Turner Trophy has changed hands once again, when Ivor Tarver flew to Swindon and got some on the way back. On the same day Doug Sadler declared a Gold Distance and changed it to a Swindon and return after take-off. He only missed getting back by 10 miles. Unfortunately his crew got to Wells before the change of plan was apparent!

C. D. D.-J.

CROWN AGENTS

IN May we again tendered a hearty welcome to one of our oversea members, Ralph Crates, who arrived on leave from his Government Craft School in Northern Nigeria to do a refresher gliding course at Lasham. He and his wife, Rosemary, kindly agreed to stay on for the period of the "Nationals" as official helpers.

The year-old alliance and interchange of facilities between our Club and the R.A.E.G.C. at Farnborough has worked well. Discussions have already been held with a view to amalgamation of the two clubs and it is hoped that the administrative problems involved in bringing this about will be solved without undue delay.

J. E. G. H.

DUMFRIES & DISTRICT

THE T-31 and the Tutor are both being kept very busy, particularly during the fine, warm weather in early June and the number of launches is well up on last year.

Sixteen-year-old Colin Kinghorn has now become our youngest solo pilot and we hope this will encourage other junior members.

The Skylark syndicate had a most enjoyable Easter at Swanton Morley in spite of the Competition being scrubbed. Campell Boyce is having a go at the Scottish Competition at S.G.U. but the weather there is apparently no better than Norfolk—in Dumfries it is marvellous and with plenty of flying more visitors are showing an interest in gliding. We hope this summer will see a big improvement in the Club's fortunes, both in membership and flying time.

G. J. K.

DEVON AND SOMERSET (Dunkeswell)

AFTER the sub-arctic weather of January and February which isolated Dunkeswell for weeks, members returned with much energy, and somehow, regardless of trade or profession, became engaged and absorbed in a campaign of renovation on our recently-acquired spacious Club buildings. This important and desirable operation resulted in a transformation providing mod. cons. and starred recommendation, in keeping with our efforts on the flying side to make Dunkeswell an attractive centre of gliding in the South-west.

Our A.G.M. was well supported, members giving confidence to a Committee confronted with the well-known problem, tenure of site.

Between periods of bad weather we have gone all out to improve on our excellent flying record of 1962; to this end and to cope with a steady influx of new members we run early morning, and when possible, evening training courses, thus giving solo members more opportunities for launches and soaring in the middle of the day.

With aero-tow facilities and the use of our car-cum-pulley system of launching we are now able to reach several ridges, and waves which appear at all heights and with almost any direction of wind. Many of these areas of lift were previously beyond our means, so we expect much exploration and interesting results in the future.

We are now well into the busy landing-out season, our retrieving crews are becoming expert at handling huge trailers in narrow lanes and appeasing sometimes huge farmers in corn fields.

Our two Swallows are becoming overworked as more and more people are converted to this type of aircraft and we look forward to the arrival of a more advanced type. A syndicate Eagle purchased at the end of 1962 has been of assistance to the Club and enabled many Tutor and Swallow pilots to experience higher performance flying.

Well-booked weekly courses started in April and will continue until October, with occasional breaks for Club weeks and our annual Open Competition.

S. G. T.

Aug 1963

ESSEX

IT is several issues since news of the E.G.C. appeared in these coloums and during the intervening months much snow has passed beneath the skids. As with most Clubs our launch rate took a decided downward trend during the cold spell, although we did manage to take the air for at least part of most week-ends.

Early in the New Year Maurice Raynor resigned as Club and Company Secretary and moved to the Scilly Isles, John Unsworth and Bill Coyte taking his place as Club and Company Secretary respectively.

Our Deputy C.F.I., Ernie Williams, is back with us again after some weeks in hospital and it is with pleasure that we find him once more his old ebullient self.

With the improvement in the weather Sylvia Cross, Gordon McRae and David Nunes were sent solo. Sylvia Cross and David Nunes are both "Firsts" and makers of Club history; Sylvia being the first woman to be sent solo, while David is the first to solo from an auto-tow.

A fine healthy crop of Cs awaits the ripening effects of the sun and even a few first cross-country types are shyly lifting their heads to the sky. Now that Reg Goldsmith has almost completed the Swallow trailer it should not be long before a cross-country flight is attempted.

Among those waiting are Ron Collis and Brian Hockley who have already earned our congratulations by having travelled from ab-initio to instructor in under two years.

J. W. R. U.

GLASGOW & WEST OF SCOTLAND

A HAPPY report from Balgair Moor. The launches and flying hours have been piling up in grand fashion. Our membership is mainly ab-initio and our team of instructors, with the added and welcome help of John Henry of the S.G.U.—to whom many thanks—have corns on other places than their feet. With the addition of a Land Rover to our equipment (giving a faster turn-round) and a flying programme laid on for every Sunday for the rest of this year, our T-21B is indeed a hard-worked aircraft.

To the delight of the solo pilots, the Tutor wings, purchased recently in a "poor" condition, are almost ready for our Cadet fuselage. To Jack McGregor goes much of the credit for time and effort spent on this repair job.

Meanwhile, several projects for the progress of the Club are in the pipeline —but more about these when "facts are Facts".

A party of five have returned recently from a week's course at the Midland Club, having had grand weather and lots of flying. While at the Mynd, Douglas McNicol gained his B, and Russell Brown his C. Congratulations to both.

D. C. S.

KENT

WHEN you read this report one of our struggles will be over and we shall be in our new home at Charing. The next struggle commences immediately—getting the site into shape. In particular, picking up all those stones that have sprung from the ground. After that we have only to finish the hangar, put the clubhouse up, put down umpteen square yards of concrete, dig the drains, and get the electric light plant going, and we're made.

So, come down and see our new site, and give us a hand! The highlight of our various cross-country efforts over the Easter holidays was Glyn Richards' flight of 192 miles from the Mynd to near Yarmouth, followed by Ron Cousins' flight of 141 miles from the Mynd to King's Lynn. Both these flights were in syndicate Olympias.

All aircraft C of As are now completed and the new ex-fire-engine diesel winch is now in operation. Just think, four cables all at once.

P. J. T.

LAKES

JOHN YOUNG will relinquish the duties of C.F.I. at the end of the season. The Club is in his debt for the enthusiasm he has brought to the office over the past two years. We are glad to learn Ron Reid is to step into the breach.

Whitsun brought our stay at Walney, for the time being at any rate, to an end. The Easterners formed a reception

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committee at Tebay to clean and decorate the living quarters and generally tidy up the hangar. The spare Tutor was hoisted into the rafters, the winches run up, and the tractor and lighting set made to work. The Westerners prepared the equipment and planes at Barrow for their journey, but the best laid plans went aglee and in spite of all the efforts of Ernie Dodd (who with his usual ebullience managed to supervise the work in two places at once) the equipment remained stubbornly on the site. The Barrow crew undoubtedly had the worst of the bargain.

Results at Walney improved as our acquaintance with the site lengthened. The Club's record winch launch of 2,100 ft. was achieved there. The launch rate was stepped up and maintained at a very respectable figure, and all who wished had the opportunity of aero-tow either in the Olympia or the T-21. Ernie Dodd and his partners Gerry Wilson and Howard Woods, have taken delivery of their Olympia and put it through its paces. Peter Craven and Peter Thomas flew solo on May 19th and we congratulate Derek Sandford on his graduation to the Olympia on the same day.

Talking of Derek we must thank him for his contribution of the "Sandford" retrieving winch to the Club equipment. Ingeniously constructed from the front end of an ancient Morris 8 chassis, and resplendent in a coat of red paint, it was ceremoniously received on Whit-Monday. It certainly looks a very business-like job and promises to save a lot of toil in the matter of speeding up launches.

We have made a lot of friends at Barrow and in particular our thanks are due to Mr. Redshaw for his active support and sound advice. Then there's the man behind the fan, Ron Walbridge, who piloted the aero-tow and introduced some of us to the Rapide. And, finally, a word for Cecil Batty and Ron Porter who have been such towers of strength on the ground. We are sorry Ron's health suffered and wish him a rapid and complete recovery. At Tebay we look forward to the opportunity to return, on our own ground, some of the hospitality we have received at the hands of our excellent hosts.

F. G. R.

MIDLAND

AT the Annual General Meeting the Secretary, Stan Jones and the Treasurer, Frank Batty, retired from the positions which they have so ably filled for many years. Peter Head has taken over as Secretary and Wilbur Wright as Treasurer. Mike Randle and Bobby Neill were appointed to the Committee to fill the vacancies caused through Bill Inman not standing for re-election and Peter Head becoming Secretary.

More attempts have been made to soar in east winds. These attempts have resulted in some pilots landing in the valley on either side of the Mynd whilst others have enjoyed worth while wave flights, the best height to date being 6,500 ft. a.s.l.

In June we had a very welcome visit from Norman Spencer, here on leave from Mexico. Whilst he was with us, Norman presented the Club with a genuine sombrero which, on gloomier days should remind us that the sun does shine somewhere in the world.

By now the new bunkhouses should be under construction and we hope to be in occupation before the end of the season.

K. R. M.

NEWCASTLE

BLOOD, sweat, tears and toil have been the rule at Carlton in recent weeks as members worked to erect the new clubhouse. In spite of various unexpected setbacks the building, though far from being finished, was capable of being used in time for Whitsun. The 'bus which served as a temporary abode during the long winter months now looks very sad and deserted. We hope, however, that it will soon be back in service, this time as a winch.

Second only in importance to the new clubhouse was the arrival at Carlton of another two-seater, a T-31. This should greatly facilitate training and make first solos a little less shattering, as well as relieving the pressure on our T-21, particularly on soaring days.

First Silver C legs of the year were notched up by Harry Hill in the syndicate Swallow when he obtained both Height and Duration, using hill and thermal lift off a nearby ridge. The

wind proved too strong for him to get back, however, and he made his first field landing just short of the site.

Whit week-end proved pleasantly sunny but the screaming gales kept all the aircraft inside the hangar until the Monday evening, when those members who had not departed in disgust were treated to some excellent wave conditions. All the air over the site seemed to be going at a prodigious speed, and later the clubhouse rang with such stories as ". . . 65 knots in the two-seater and still 3 up", ". . . couldn't find any sink to get down", etc. This marked the beginning of the first members' course this year, and the end was marked in a similar way the following Sunday when the easterly wind produced waves up to 3,000 ft. a.s.l. which lasted almost the whole day, and in spite of some winch trouble enabled Jim Malloy to get his C.

B. W. B.

NORTHAMPTONSHIRE

AT the Annual General Meeting of the Club held on April 6th, 1963, a new Committee was elected. This now consists of Gordon Grant (Chairman), P. Bisgood (C.F.I.), E. Underwood (General Secretary), F. Rowell (Treasurer), J. Swain (Flying Secretary), N. Kay (Membership Secretary and P.R.O.), D. Dunmore (Social Secretary), D. Wilcox (Ground Engineer) together with D. Jones and M. Miller. Brian Brown and E. Clarke retired on rotation but did not seek re-election.

Flying conditions have considerably improved since the last report but strong winds have very often curtailed flying.

A number of members have gone solo and these include J. Palmer, J. R. France, J. R. D. Jones and P. Martin. D. Dunmore and D. Wilcox have converted to the Swallow.

Gordon Grant has now completed his Silver C and Frank Rowell and Mike Miller have each completed their Silver C Height leg this year. Attempts at cross-country flights have been made but only short distances were achieved.

The Club membership is still about the same as last year, and the target of 100 has not yet been reached.

It is with regret that we have to announce that our Chairman, Gordon Grant, met with a serious car accident on his way to take part in the Championships at Lasham and is now recovering in hospital. With a badly broken arm and damaged leg, however, it will be some time before he is back flying with us again.

R. N. W. K.

NORTHUMBRIA

THE Easter and Whit holidays produced excellent flying conditions and large numbers of visitors. The Club completed its first year in May and nine months of flying have produced over 1,400 launches. Six members have obtained their A and B certificates and two their Cs.

By the time this issue appears the A.G.M. should have been held, a constitution approved and a new Committee elected. The second 12 months should see the beginnings of making Hedley Fell into a permanent site with, we hope, an increase in the number of members willing to assist with the additional jobs which will result.

The 16 members who spent a week at Portmoak encountered some

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frustrating weather and enervating social life. With local records broken for landing—out and consumption of beer, "it was hell folks!" Long flights in the apparently unsinking T-21 were quite common and circuits in the Tutor resulted in two Cs and two solos—congratulations to Alan Brown, Harry Anderson, Tommy Henly and Rob Gains, respectively. The weather curtailed a programme of aero-tows by the Tiger, and only three were managed by Tommy Ruffell for his instructor's category.

R. C. G.

OXFORD

LOOKING through past records it seems that there is no such thing as a "good" year; some years merely have more good conditions than others and although the weather of early spring was not conducive to noteworthy flying and our launches and hours are down on even last year, we are already gathering a modest crop of achievements.

The Club fleet is unaltered, i.e., a T-21B, an Olympia and a couple of Skylark 2s and with one of the latter John Gibbons has completed his Silver with a 5½-hour duration flight at Edge Hill and Ian Pratt claims his badge with a flight to South Cerney.

There has been several changes in the privately-owned aircraft, but the elegant Gull 3 is still with us and Olympia 170 has taken Ray Harvey on a successful Silver Distance. A gold attempt in the same aircraft by Dave Roberts ended after 60 miles at Bristol.

The "piebald" Skylark 3F, thoroughly reinstrumented, has kept a panel-ful of watchful eyes on its syndicate and in addition to getting itself confused with the equally and similarly "pied" Don Snodgrass Skylark 4 during the Nationals, has enabled Peter Pratelli to claim his Silver in two week-ends flying. John Adams had completed his Silver with a flight to Husbands Bosworth and a Gold attempt by Malcolm Roberts ended short of Okehampton on the day League 1 raced to Dunkeswell. Malcolm explains that he was somewhat confused since whilst he was struggling to retain height, every other pilot in the area seemed to be squandering it at a rate of knots and he was relieved to learn that this was to be explained not by an error in his technique but by the shorter distance to the League 1 goal.

No. 169, the Skylark 2, has gone and is replaced by No. 169, the Skylark 4, and flown by Chris Hurst, our C.F.I., and John Smoker settled comfortably into twelfth place in League 2. A creditable first entry.

Skylark 2, No. 171, has also gone to be replaced by another "4".

It would be surprising if the race to become our first all Gold C syndicate is not already on.

L. A. S.

PERKINS

WITH four aircraft in our fleet—T-21, Eon Baby, Olympia and Skylark 3, we have been getting down to serious soaring in the last two months. Some notable achievements have been Ian Smith's Silver Height to 5,600 ft. in the Eon, John Bowles' five hours after recently converting to the Olympia, Ken Tinkler's 54-mile cross-country to Thetford, and Colin Donald's goal flight from Peterborough to Withybush Aerodrome in Pembrokeshire. Congratulations go to Peter Ayres and Jim Watson (who has already gained his C) for first solos, and to Charlie Brooks and Farmer Bradshaw for two excellent soaring trips of 4,000 ft. and 53 minutes respectively in the Eon.

Our open day for passenger flying at the beginning of May was a great success, with 79 launches achieved by a single drum winch; we will remember for a long time the old gentleman of 81 who took his first flight ever in the T-21, and we expect his application for flying membership any time now.

Our annual solo flying week, which coincided with the Nationals, was spoiled by five days of stable north-easterly winds blowing off the Wash; it would probably be impossible to choose again five consecutive days in May with no convection at all—anyway, we hope so!

C. C. D.

SCOTTISH

THE A.G.M. this year brought about a marked reduction in the number of directors as a step towards a streamlined organisation, following this the

directors' appointments of convenors and sub-committees brought a number of new faces to the fore.

Work on new winches started earlier in the year is now bearing fruit and a second K.9 Austin (ex-W.D.) winch is on the stocks. The success of the first brought pleasure to all, particularly the leader of this project Jimmy Rae, and during the week-end competitions, one passed the supreme test in launching an Eagle.

At time of writing the week-end competitions have started with representation from Yorkshire G.C., Dumfries G.C., R.N.G.S.A. Arbroath, R.N.G.S.A. Lossiemouth, Aberdeen G.C. and S.G.U. members. A brief visitor at the start of the events was Peter Scott passing on later to Loch Ness on a visit to the Monster.

Flying records to date show little of note, although flying hours and launches have been boosted to make up for lost time earlier in the year.

Work on the south-west area of the field has re-commenced and with the assistance of the T.A., a fine bridge has been constructed across a stream and several troublesome tree roots blasted from their positions; with luck, this area could be available for operation later in the summer.

W. A. S.

SOUTHDOWN

ARRIVING shortly after Easter our new Swallow is proving very popular with all members who have flown it and, thanks to several days of north-easterlies, has been fully utilised on each occasion. Whitsun week-end gave us some good ridge soaring with very unstable conditions and about 30 hours' soaring from two air craft, the Tutor unfortunately being out of action due to C. of A. renewal. Swallow pilots have been full of praise for the new machine's responsiveness and its performance has proved rather better than most members imagined: in general it seems to be a useful addition to the Club's fleet and sufficiently robust to take the knocks from our recently regrassed field.

"Just a big Swallow", was how John Everitt introduced two groups of our instructors to the prototype T-49 during instructors' courses held in April and May at Lasham. The first course was beset by rain and bad weather, but on the second one a valuable amount of instructional flying was put in as well as soaring. Jim Tucker went off on his first aero-tow in a Swallow, Geoff Creffield did his first cross-country with John in the Capstan to a declared goal at Dunstable and George Constable, also with John, pushed off to Andover, soaring most of the way outside and above cloud base. Altogether a total of 25 hours were flown on the Capstan during the second course and our thanks to John for a very successful course.

Our congratulations to Clive Hunt who was awarded a £10 Bursary by W. D. & H. O. Wills, the first of several awards, we understand, to be made to young instructors who complete one of the instructors' courses on the Capstan.

June 9th saw the opening of the cross-country season from Firle when our T-21 made its now annual descent to the bottom of the hill with a mighty "hands only" retrieve to the top again due to the absence of the two-seater trailer. Carrying it wing by wing to the top of the hill with the temperature in the 80s to be followed later in the day by the breakdown of the Jeep made it "just one of those days".

P. W.

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YORKSHIRE

MAY was the month which has given us the best soaring conditions. On the 5th, Barry Goldsborough, now back with us after a period at Lasham and in Norfolk, and Joe Provins both gained over 9,000 ft. in Cu., while Ron Hellewell and Cliff Banks rose to over 7,000 ft. Cliff had his first successful

shot at solo cloud flying and landed out a short distance from the site. Eric Reed flying dual with an instructor went up to over 5,000 ft. in his Eagle.

Two weeks later, on May 19th, in very strong west wind conditions, Brian Wise completed his Silver C with a flight to Briddlington.

Over Whitsuntide, we were pleased to welcome two syndicates from Dunstable. One of them found a wave we hadn't seen before, and soared it from an aerotow. The Tiger Moth was in demand and we found that our new east-west runway was very satisfactory with its good covering of grass. The 600 yards was quite sufficient for easy operation. Whit Monday gave the two visiting Olympias opportunity to fly to Lancashire, one landed at Blackpool, the other at Ulveston, the pilot's home. This is the first time that this has been done since before the war when the great Philip Wills made a British Distance record by flying to Blackpool from Sutton. However, Chris Riddell has done the trip as a Yorkshire member, but he started from Sherburn in Elmet in 1958, this year the visibility and thermals were exceptional. From 3,000 ft. one could see for 50 miles. On June 8th Grahame Garlick in the Club Skylark 2 narrowly missed his Gold Height with a climb to 10,200 ft. in a cu. associated with a sea-breeze front. Mike Wilson also soared the sea-breeze front over the site in a T-21. Bob Pearson has also completed his Silver C.

More domestic news, the old clubhouse conversion has been completed and we are accommodating our Course members there. Food is available in our new clubhouse and the new bar is being fitted out by contractors. Now that the herculean task of the new clubhouse is nearly over, we must mention the considerable efforts of Joe Wedderburn and his wife Mary to get the project into reality. Thank you very much, Joe and Mary. It is a splendid experience to be able to relax in such surroundings.

The training has been going ahead in spite of the clubhouse activity, and Cs have been completed by C. Stothard, C. Banks, Eric Reed and Mary Smith. Jack Dent even passed the written test before the flying test. Eric Reed completed his within two months of serious training.

The Organising Committee for the Northern Competition reports good progress and we look forward to some 30 competitors and six tugs for the meeting. We are arranging to run the launches from one or other of two adjacent airfields. It should be a great meeting.

J. C. R.

SERVICE NEWS

BANNERDOWN (Colerne)

HOPES for a record period April-May were not fully realised on account of Weather Willie and the requirements of an operational station. Nevertheless, there has been good, regular attendance, and there were some excellent personal achievements.

At the Bicester Competitions Max Bacon (Ka-6) was overall third, taking 1,000 points for the second task, a 136-mile triangle. Ed Meddings (Olympia 2B) was ninth after an epic six-hour flight on the same triangle when he landed only one field short of base.

John Morris and Eric Hales have had expedition itch. On April 21st they derigged the Olympia and left at 7 a.m. for Upavon where, with the generous help of "John Willie" and 1,500 ft. launches they soared the Huish ridge for 3½ and 4 hours 50 minutes respectively. However, a subsequent sortie to Keevil saw Eric, after two launches and one thermal, sitting on the Westbury ridge. This time he made no mistake and sweated out a well-deserved five hours.

In the meantime, Mile Lanng completed his Silver with a cross-country of exactly 100 kms., Dick Grundy and John Griffiths soloed on a Bicester course, on the home site Brian Hunt and Douglas Collins soloed in the Tutor and aforesaid John Griffiths collected his C on his sixth solo flight.

Gordon Mealing and Vince Griffiths have returned from Bicester with instructor categories and much praise for a thoroughly interesting and well-organised course.

It is also a pleasure to say again how much we appreciate Harry Daniels' generosity. He has given us the Colerne Cup, a fine trophy to be awarded annually to the member making the longest cross-country flight. Under the regs. all eligible have an equal chance on a handicapping system.

Sunday, April 28th, saw the inauguration of the Daniels auto-pulley launching system. This remarkable piece of equipment is precision made and beautifully finished; it occupies an area of only 2 ft. 6 in. x 1 ft. 8 in. and has been located on an extension of the chassis at the front of an old Humber towcar so that it is completely mobile. In use the cable has a parachute attached to each end. One end is hooked on, in the normal way, to a towcar which faces the launch point. The cable runs back a few yards to the pulley car, through guides, over two pulleys and then forward again down to the launch point to be hooked on to the glider. On the signal "all out" the towcar accelerates to the launch point and the glider takes off and climbs to the pulley car. After the glider has hooked off, the towcar continues slowly to the launch point to deposit the cable end which has a parachute on it. It is then immediately available for the next launch, initiated either by the same towcar (which has returned to the pulley car position), alternatively by a second car which can be already there for immediate action. Using two towcars and faultless organisation it is possible to launch a glider every three minutes, and already it has shown excellent possibilities for a much improved launch rate. The unique feature of our pulley system is, however, the automatic guillotine which operates immediately the wire exceeds a predetermined (steep) angle. A further addition to our equipment is a Calnan winch, a lightweight trailer type which will greatly facilitate and, we hope, encourage expeditions.

P. H.

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CLEVELANDS (Leeming)

THE Clevelands Gliding Club, based at R.A.F. Leeming, has really undergone a thorough review of management, membership, administration and operating techniques. This, combined with the excellent efforts of an enthusiastic nucleus of hard workers, has given the Club a new look.

Results are very encouraging so far this year. Our aim to be the top Club in the R.A.F.G.S.A. for launch-rate, hours and achievements is now well within the bounds of possibility and is no longer a C.F.I.'s day-dream. So far this year we have achieved 250 hours' flying time with 10 first solos, four C certificates and seven Silver C legs. A closer association with the Yorkshire Gliding Club at Sutton Bank has enabled us to do this, and we are very grateful to them for letting us use their excellent ridge site.

A Kranich has been added to our fleet and we hope to make good use of it to teach wave-soaring, instrument flying and cross-country techniques.

The arrival of the second Olympia has also improved the situation and Gold C aspirants are busily working on imaginary "final glides" on the J.S.W. calcula-



Swinderby Workhorse: The EoN Baby in which 5 Cs and 4 Silver Cs were flown during one month.

tor. We have been promised either a Ka-6 or a Skylark 4 by June, which will, of course, be the delight of pilots qualified to fly it and the aim of all aspiring members.

One winch has been converted to a Perkins R6 diesel engine by John Wise and has proved very successful. We hope to do the same to the second winch soon. The policy of changing all engines from petrol to diesel certainly cuts down on our fuel bills.

We have issued a friendly challenge to East Midlands and Bannerdown Clubs in the contest for top place in the R.A.F.G.S.A. this year. We hope the competition will be keen and look forward to a close finish.

The Club also extends a welcome to any of the gliding fraternity who select Leeming for a Gold distance.

L. A. B.

EAST MIDLANDS (Swinderby)

WHAT a magnificent month we have just had at Swinderby. It all happened between May 5th and June 3rd; two members—Ian Hamilton and Con Greeves—completed their Silver Cs, four more—Andy Allison, Des Sheen, Dave Kennedy and John Shorter—flew Silver legs, and Nick Nicholson, Des Sheen, Jim Wilde, Bob Kirkland, Bill Marshal, Alf Price and Barry Cohen all achieved their Cs. In the case of Des Sheen, both C and Silver C Height were flown on the same day!

The seven Cs compare well with the total for the whole of 1962—and we still have some promising pilots who should make it before the season ends.

On June 1st the Club's successes were celebrated in time honoured fashion in the newly-refurbished clubhouse. Somehow the beer tasted even better in the "couth" clubroom, decorated in pastel shades, and the party continued well into June 2nd.

The future augurs well here in Swinderby, and—barring the very worst—1963 cannot fail to be a record year.

A. W. P.

FENLAND (Swanton Morley)

ACTIVITIES seem to have centred around the crazy competition season. George Ross flew the Olympia 2B in the Norfolk Rally and gained some useful experience. After he had worked most of the winter fettling the Olympia it was good to see him enjoying the fruits of his hard work. Pete Kevan flew it at Bicester and Terry Donegan had some good flights in the East Midland Rally.

The Nationals saw four entries from Swanton Morley. The amount of fettling that went on prior to the competitions had to be seen to be believed. Ken Fitzroy's Ka-6 didn't arrive in the country until a few days before the practice week and had a hole in the fuselage and damage to the wing leading edge. Ian Strachan had to fettle his new Skylark 4, and the trailer had to have the axle moved to remove the tail heaviness. The chassis broke during the Comps. and had to be strengthened.

The Skylark 2, very kindly loaned by Bill Reekie and partners at Swanton, had a trailer built for it which was only just ready one day before the practice week. When the glider arrived at Lasham Pete Kevan was horrified to find that the padding had been put on with nails! The damage to the wing leading edge was disastrous. The trailer was duly refettled, wing filled and sprayed, only to have the front of the trailer come off

during the contest. There's a lot to be said for sticking to square circuits back home!

We owe much to Ted Bensley for keeping the flag flying on the instructional side for the last few months. Roger Hodgson had a stab at his Silver C distance in the Grunau but landed near Norwich. This is the first cross-country the Grunau has done since it was rebuilt and, now that Roger has set the pace, we hope more members will follow his example. Ted LeBaigue and Stan Simpson spent a week at Swanton flying the Olympia and Grunau and both achieved away landings at nearby Wendling, an excellent first away landing exercise.

The open invitation put out by Alfred Warminger for gliders to race to Swanton on the 8th and 9th June wasn't taken up. Unfortunately, nobody was able to penetrate the strong easterly wind and lack of thermals. However, visitors are welcome any time.

P. D. K.

PORTSMOUTH NAVAL

THE visit by 13 of our members to the Long Mynd recently was much enjoyed by all. During the visit, Jim Gill and Alan Williams completed their Cs and Philip Taylor went solo. Shortly after returning from the Mynd, Philip, together with Lionel Bowles, completed their Cs.

Wave was contacted at Lee recently by the C.F.I. and John Reeve, the latter having a 65-minute flight.

Tom Burt flew the Skylark to Shoreham, obtaining both height and distance to complete his Silver C.

Our second winch is once more back in commission with a new engine, the old one having literally fallen to pieces.

We are about to purchase a cable crimping machine in the hopes that this will improve our launch rate and make our cables last a bit longer.

Work on the inspection of the T-21 is going well and she should be airborne by the time these notes appear.

During the past fine weather, Humphry Dimock attained a height of over 26,000 ft. at Lasham to get his Diamond Height. Des Biggs, at Lee, soared to over 5,000 ft. to attain his Silver C Height.

L. D. V.

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RED HAND (R.A.F. Ballykelly)

A 20 knot south-west wind at the beginning of April and two auto-tow cables bent together, launched Doug Allen to 1,700 ft. from which he made a straight five-mile glide to "Ben Twitch" in the Olympia. Five hours later he landed, already wearing a shiny new Silver C and a huge grin. Colin Wray joined him in the Skylark for two and a half hours before celebrating the fact that they are now both fully qualified civilians.

One of our new members, Eddy Tutt, with Zot took the T-21 with 20 green indicated into cloud, finally emerging over Magilligan beach. Their arrival back at Ballykelly was accompanied by Dave Ellis in the Olympia who had been on a quick out and return! The approach speed over the last two fields being indicated in "feet" rather than knots.

The Club was pleased to have a visit from Group Capt. Goodbody, following which comes the good news that at last we are to have a Chipmunk. We also have Ken Edwards back with his Silver C. Ken was no sooner on the airfield before he was promptly drawn into the 10s. a month Skylark Syndicate. When a few more people have been done, we can reduce the flying fees.

For the doubting Thomases it has at last been proven that thermals do not divide and pass on either side of Ballykelly. On June 8th Col. Christy took the Tutor for a local 48 minutes. Allen Farmer wound the Skylark round for two and a half hours together with Dave Laming in the Olympia. Dave Ellis and Ken Edwards both gained Silver C

Height which they did not require in the Skylark and Olympia respectively. Zot and Eddy Tutt, however, climbed at 5 ft. per second in the T-21 until contacting a classic sea-breeze front giving 20 ft. up. This continued in a narrow band all the way to Eglinton when their allotted half-hour ran out. It took all of 70 knots on the way back to land after an hour of continuous green ball. Following this Eddy had a few more circuits in the T-21 and then soloed in the Tutor.

G. M. H.

WHITE ROSE (Rufforth)

SINCE we last appeared in print we have successfully completed our move to Rufforth. The move which took place in March upset Club operations a little, but we are now getting settled down on our new airfield and are flying along with the Ouse Club. As the Club is no longer in East Yorkshire, we have changed our name from East Yorks. to White Rose.

We were all pleased to hear that Les Manley completed his Silver C whilst at Bicester, also that Jock Christie had completed his Silver C Distance.

Unfortunately, we have lost Jock Christie on posting to Kinloss, also our C.F.I., Bill Bailey, and Les Manley will have left us before the end of June. They will be a big loss to us, and we wish them the best of luck in their new Clubs.

So far this year, apart from a couple of week-ends, the weather has not been very good to us, the best weather seems to slip by during the week, however, we hope that this will change and give us a good crop of soaring certificates by the end of the season. J. G. S.

WINDRUSHERS (Bicester)

CLUB and Centre flying is again in full swing after the Nationals, we now have our own Auster tug and it has become a rare sight to see anything in advance of a Grunau being launched by winch and there is no doubt that this increased aero-towing has resulted in much more soaring. Our most notable recent flight has been Len Oatham, who on his first flight in the Skylark 4 took it to 13,000 ft. in a cumulo-nimbus and gained a Gold C Height.

We are unfortunately losing several valued members, Harry Greig, our hard-working treasurer is going to Cyprus, Jock Keay has already gone to Bovingdon and our Chairman, Sqdn./Ldr. Robertson, is going to Air Ministry, but we still see him at week-ends. We have recruited of new members so that the T-21s are flying till dusk on pre-solo circuits. The Eagle has been sold so we are temporarily without a high performance two-seater but we hope to obtain a replacement in the near future. No more will the tug pilots have to struggle with the Eagle a few feet over the tree tops trying slowly to gain height.

R. P. S.

OVERSEAS NEWS

CYPRUS

THOUGH the Crusaders did not appear in time for the June issue, a great deal of activity has gone on in the interim. With our favourable winter now past and relatively cool and unstable weather still with us, we can announce that since November 1st we have managed 2,635 launches and 272 hours, a step in the right direction of reaching our target of 4,000 launches and 400 hours.

Two unfortunate prangs put the T-31 out with bulkhead and pylon damage and the Tutor was damaged beyond repair after insufficient correction from a low cable break. Our T-31 is nearly ready to pound the circuit again and earn its keep as both trainer and first solo.

Six months ago the flying strip was moved to the "bundu", the term used to describe the scrub-land adjacent to the runway. It has proved a wise move, both relieving the anxieties of the "steam" aeroplane operators and cutting down to almost nil the wear and tear on the piano-wire we use exclusively for launching.

To our growing band of solos we now add Reg Register, Pete Williams, Charlie Drake (no, this is another one!), Mike

Gilmore, Ward Williams and Dennis Bell. Conversions to the Swallow include the latter two who are also power pilots, Sadie Saunders, our first lady Swallow pilot, Alwyn Machin and Alan Jenkins.

Mike Valentine, one of the Club's originals, returned to England recently and sorry we were to see him go. A constant attender, a fine instructor and good all-rounder, a big thank you from us all, Mike, and good luck.

Those interested please note, by mid-July we shall be sore-pressed for instructors, you have seen what we can offer, including a superb climate, lovely views of this romantic isle and the sort of welcome a gliding fraternity can give in remote places.

Alan Whiffen, a B cat. inst. and Silver C from England on a visit, has given great help during his stay. Alan never expected to get the intensity of flying we have achieved of late. Our thanks to all our visitors who assist us in this way.

Shortly, under the able management of Dicky Doidge, we hope to have our own club room, a place to retire to after the toils of the day.

J. H. B.

NIMBUS (Geilenkirchen)

AFTER the halt that winter forced upon us, Nimbus is once more flying. Our fleet which now consists of T-21, T-31, two Grunau 3s, Rhineland, Weihe and tin Ka-6 are making the most of the instant German lift. Already we have 380 cross-country kilometres to our credit with a near miss at Gold Distance by Len Tanner (275 km.) in the Ka-6 and an aborted Silver attempt by Barry Wells in the Rhineland over the Easter holiday. The same week-end the Rhineland gave Ben Bennett five hours and Silver Height from a very kind sand pit which seemed to have a clock-work thermal generator or perhaps it was the magic spell J*hn W*ll**, that we kept muttering every time he got below 2,000 ft.

The following week-end the Ka-6 left Laarbruch wise, flown by Sam St. Pierre to reopen the Silver Milk Run. He would have flown it back the same day but someone borrowed it for an hour and a half when he wasn't looking. I might add that Sam did it just for fun and to claim a quick beer off the Laarbruch boys.

However, the Grunau horde are threatening massed flights over the same route.

The German Geilenkirchen Club visited us with their Goevier, a sort of scaled down Anson without engines, and some of the luckier? Instructors learnt the joys of bilingual instruction.

Dan Delap, our C.F.I. is back, although his undercarriage is still not fully serviceable. Still we warned him about winter sports!

A. M. P.

HOLLAND

SOARING started this year with the Easter week-end, whereas the weather was poor in England after Good Friday we were just on the edge of the bad zone with very unstable air and strong winds.

This resulted in a great many cross-country flights and a total of nine Silver Cs were completed in three days. Jaap Steinfoorn flew from Terlet to Hamburg, 325 km., and Ed Verpraet from Venlo to Fassberg, his pre-declared goal, both completing their Gold Cs.

Dick Reparon flew his favourite route Terlet—Boberg, 327 km., for the fourth time and van der Salm reached his 308-km. goal from Twenthe to Lübeck.

Since Easter nearly every week-end gave soarable conditions which resulted in a lot of flying. Noticeable flights amongst many others were: Paul Oostveen, aged 62, completed his Silver C with a 55 km. goal flight. On April 20th J. F. van Leeuwen, 324 km. On May 5th Aart Dekkers with passenger Mrs. Kroonden, 295 km., Ed van Bree, trying for his 500 km., landed after 447 km., Jac. Bersen, 246 km. in a Grunau Baby, and on May 20th Han Kaai and O. F. Foelkel reached their goal, 327 km., while Frans Luxembourg completed his Gold C with 330 km.

A persisting easterly wind with very good conditions urged W. de Boer to drive all the way to Braunsweich with the Club's Skylark and fly back to his own club at Teuge completing his Gold C and getting a Diamond for Goal.

J. Th. v. E.

IRELAND (Clonmel)

Clonmel Gliding Club members with the Mayor and Rev. W. Meehan at the official opening.



U.S.A.

THE all-metal Sisu 1A flown by Johnson in the Championships is the first of a production run to be completed this year by designer Len Niemi and his Arlington (Texas) Aircraft Co. It was made available to Johnson by Gleb Derujinsky, a New York fashion photographer, who is the new owner. Derujinsky had the Schreder HP-8 which he sold to George Moffat, Jr., a New Jersey English teacher. Moffat used it to set up two new world soaring Speed Records at El Mirage Field, California, last summer for the 100 and 300 km. triangles, respectively. Sailplane shuffling is part of the sport of soaring in America.

The U.S. National Soaring Championships moved to the east this year for the first time since 1959. They were held at Harris Hill, Elmira, New York, from July 2–12th. In case the number of entries have to be limited because of available facilities, only applicants with Diamond Goal or Distance awards will be assured of entry. Other openings may be filled by Gold Badge Distance award holders. Thus the time approaches when entry requirements may have to be determined some other way. With that in mind, criteria and rules for Regional Soaring Competitions have been established and put into effect. Two such Regional Competitions have been scheduled so far, one in the north-west and the other in the mid-Atlantic coast area.

The wave soaring season has been in full swing since November at five sites. Fremont, California (near San Francisco) has turned out one Gold leg; Wurtsboro, New York, two Gold legs; El Mirage Field, California, two Diamonds; Colorado Springs, Colorado, four Gold legs and two Diamonds, one of which carried 237 miles for a near "grand slam" (premature landing at 2.30 p.m.); and Tehachapi, California, three Gold legs and eight Diamonds (one of which terminated after 175 miles, with 18,000 ft. in hand, because of darkness).

L. M. L.

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