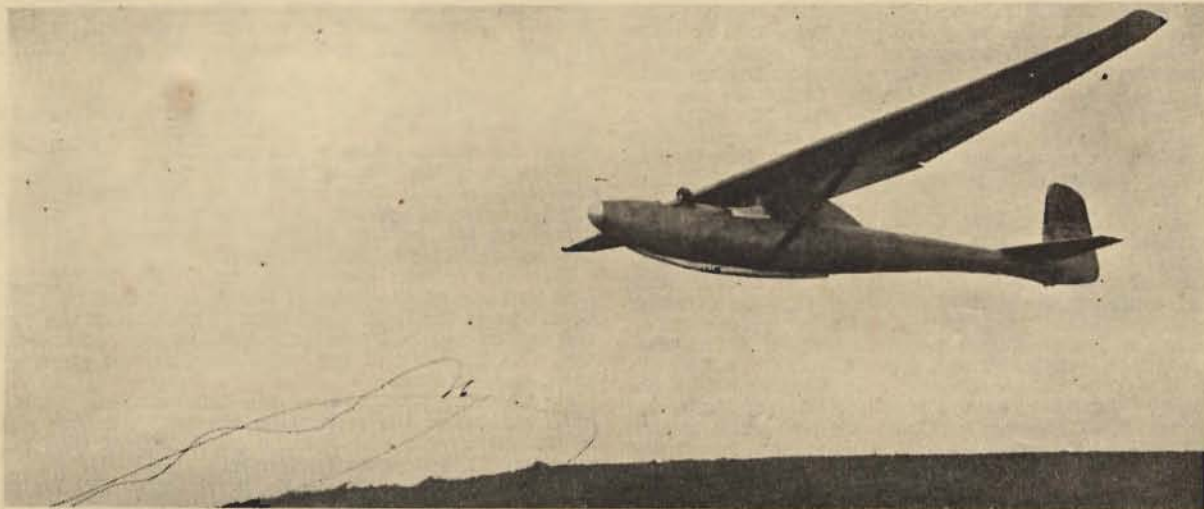


THE SAILPLANE

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3d.

AND GLIDER

A GERMAN TWO-SEATER.



The two-seat sailplane built by the Dresden group takes off with only one up.

OUR OWN VIEW.

The week opened tragically for the Movement with the death at Harpenden of Mr. T. E. Lander as the result of an accident following an attempt to use a method of power launching. We are not free to comment on the accident until the findings of the inquest have been published. We would, however, like to make one or two points quite clear as misleading statements have appeared.

The accident has been stated as being due to "auto-launching"; as a result it is immediately coupled up with auto-towing and then quoted as an example of the dangers of that method of tuition. Mr. Lander's method of launching was not auto-launching in the sense that the glider was towed behind a car. He used a power-driven winch and it happened that the engine of a car was the most convenient source of energy.

Statements have also appeared that this was the first glider death. This is not a fact. Even if the writers of such statements meant "in England" and so excluded one

of the greatest pioneers of aviation, Lillenthal, another equally famous pioneer, and an Englishman, Percy Pilcher, was killed gliding. After the Itford show in 1922 some few months later someone was killed by being thrown out of the cockpit of one of the most successful machines at the meeting, to wit, the Fokker-winged Bristol-fuselage; this happened when experiments were being made with this machine down Wiltshire way.

We wish to offer on our own behalf and on the behalf of all our readers, a large number of whom have written to us, the deepest sympathy with Mrs. Lander and her children.

We hope to be able at a later date to discuss various methods of power-launching and examine the possibilities of a modified form of catapult such as is used by the Navy and the Fleet Air Arm.

THE MAINTENANCE OF MOTORLESS AIRCRAFT.

We have consistently insisted on the necessity for adequate maintenance of motorless aircraft. Although the executive

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officers of every Gliding Club are responsible for the safety of their members in the air on Club-owned machines, we have not been able to discover, with one or two notable exceptions, that Clubs fully realise their responsibility in this connection. It is not enough to have a Certificate of Airworthiness for a glider. To ensure that the machine is kept up to this high standard, it must be regularly inspected and repairs must always be supervised and inspected by a properly-qualified person.

To give what assistance we can, a series of articles by Mr. V. S. Gaunt will appear in *THE SAILPLANE*. He is a fully-qualified Ground Engineer (that is approved by the Air Ministry), who is Chairman of the technical Sub-Committee of the Dorset Gliding Club. These articles have been specially written for *THE SAILPLANE*.

METHODS OF INSTRUCTION.

We have further, in response to a widespread demand, arranged for a series of articles on instruction. These will cover all phases from the training of the *ab initio* to the gaining of a "C" Certificate. We have taken a step which may cause some surprise, but after due consideration we came to the conclusion that the proper person to write such an article was one who had struggled from the *ab initio* stage to the qualified. Further, such a person must now be an Instructor. We found what we wanted in Mr. Graham Humby, who is Instructor to the London Club. We are convinced that his own experiences have given Mr. Humby a clear insight into the difficulties of the *ab initio* pilot, difficulties which are not appreciated by the power-plane trained pilot. Our conviction is confirmed by the appreciation of his pupils.

TERRITORIAL FEDERATIONS.

We publish a long letter from Mr. Goodyear, in which he suggests the formation of territorial federations. These groupings of Clubs are to be responsible for co-ordinating research, tuition in the form of schools and similar activities among local Clubs. These groups would be represented on the council of *The British Gliding Association*, in the place of representatives from all and every Club.

That this idea is not unpopular may be gathered by the formation of the Association of Northern Gliding Clubs, and by the fact that numbers of Clubs are now sharing sites and amenities. We would welcome discussion round the idea as it would certainly make easier the representation of different interests on the controlling body, poorer Clubs would not have to bear the burden of sending a delegate all the way to London, it would simplify the question of getting adequate sites and should relieve *The British Gliding Association* of part of its heavy burden of overhead charges.

A FATAL ACCIDENT AT HARPENDEN.

On Mar. 8 Mr. T. E. Lander died from injuries received as the result of a crash following an attempt to launch the *Scud* by the use of a power-driven winch at Harpenden, Hertfordshire. Ever since the inter-Club meeting at Ditchling Mr. Lander had been experimenting as to ways and means of dispensing with manual labour in the launching of gliders.

In his earliest attempts a car had been used to pull the glider off by means of an arrangement of blocks and tackle which geared up the speed of the car. At first a

light track was used to make the take-off easier, and then wheels. It was found, however, that trouble was experienced with the car slipping and so a way was sought to use the power of the car by means of a drum driven by the engine.

The experiments culminated last Sunday when a 38-90 h.p. Vauxhall was used instead of the 14 h.p. Delage. The drum instead of being driven off the back-axle as heretofore was attached directly to the driving-shaft between the clutch and the gear-box. No block and pulley arrangement was used for gearing, but the steel cable passed round a single pulley to allow the 38-90 h.p. Vauxhall to be placed out of line with the take-off. A single length of elastic was placed between the end of the thin steel cable and the machine to smooth out the sudden application of load.

Mr. Lander, who, we are told, had never flown the *Scud* before, gave the signal to take-off. The engine, which had been revved up, was let in and the drum revolved with quite unexpected speed. The *Scud*, which weighs but 103 lbs. empty as compared to the 250 lbs. of the Prufing heretofore used for these experiments, was shot into space with appalling velocity, about 80 yards was covered in two seconds. After zooming to a height estimated at between 50 and 70 ft., the machine dived to earth with fatal results.

THOMAS EATON LANDER.

Thomas Eaton Lander, who was 36 years of age, served during the War with the Highland Light Infantry and the Royal Air Force. Before the resuscitation of the Gliding Movement at the Gliding Lunch on Dec. 4, 1929, which he attended, he had been conducting experiments with the kited launch of gliders in Northumberland. An article describing the results of these experiments appeared in *THE AEROPLANE* for Dec. 11, 1929.

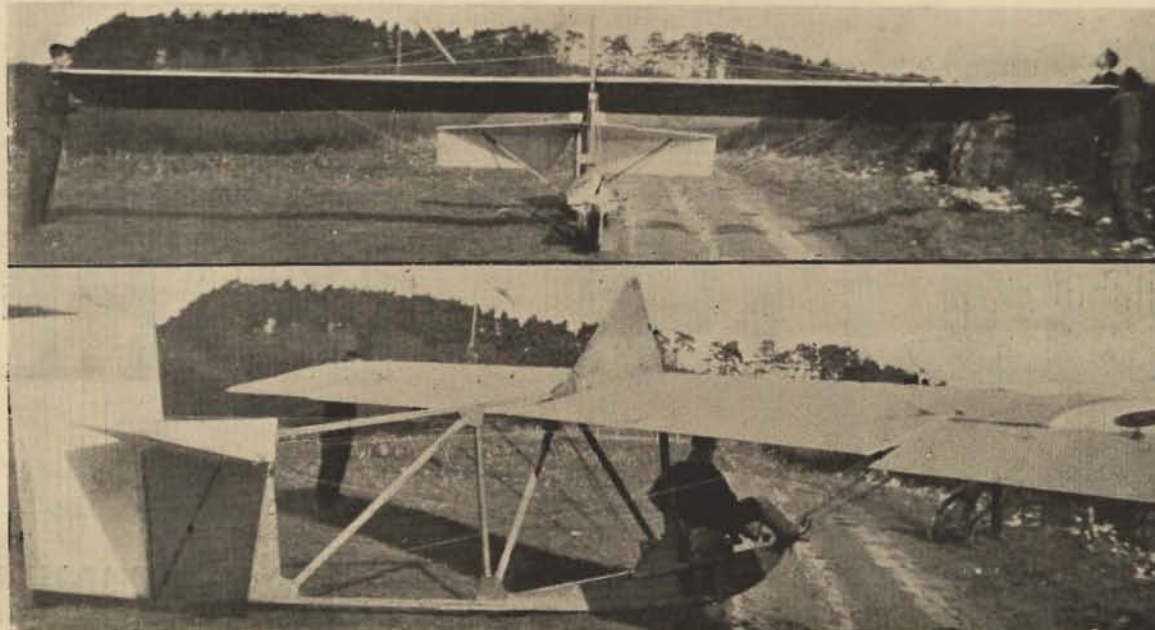
He was a founder member of *The British Gliding Association* and one of the original Members of Council. He was Chairman of the Rules Committee, a Member of the Finance Committee and had also served on various other committees. To the work of the Association he had given a very great deal of time.

He was also a member of the London Gliding Club and moving spirit of the Harlington Group, which was a group of private owners who spent a great deal of time making experiments with power launching.

His F.A.I. Gliding Certificate is numbered 23. He gained his "A" Certificate on July 1, 1930, and his "B" on Jan. 18, 1931.

This brief notice is intended to show the extent of his activities within the Gliding Movement. But no such notice can hope to indicate the depth of his enthusiasm for, and belief in, the Gliding Movement. My personal contacts with him were occasional rather than frequent, but I never finished a conversation with him without feeling the enthusiasm which permeated his whole outlook. He was enabled thereby to crowd into a week at least ten days of glorious life. He, and his friends who found his enthusiasm infectious, would think nothing of gliding half the night or working on some new gadget until the small hours.

On such enthusiasm as was his is the future of the Movement founded. It is our duty to see that the energy of such enthusiasm is not frittered away.—R. J.



The cheapest training machine. The Dickson primary with Avro wings. This machine costs about £20 less than competing makes.

A BRITISH SAILPLANE SOARS.

On Mar. 7-8 the Dagnall sailplane was out winning laurels for its designer and manufacturer. For the first time a British pilot has gained his "C" Certificate on a British machine, and incidentally we must congratulate Captain Stratton (*Surrey and Southern Soarers*) on the excellent way in which he handled an unfamiliar machine over a tricky site in a wind whose gustiness elsewhere in the country had forced the suspension of motorless flight.

Reference is made elsewhere to the flights made by this machine, so we will content ourselves with a brief description.

The high cantilever monoplane wing is made in three portions, one of which, the centre, can be had in two sizes, short or long span; with the short section, which was used at the week-end, the area is the same as the Pruffling, though the span is greater. The wing is parallel in chord throughout with rounded tips. The ailerons extend along the whole of the outer extensions. A single spar is used and this is quite unconventional in that it is of triangular section with the base horizontal.

The ribs are of the conventional type, there is a plywood covering along the leading edge, but the rest of the covering is fabric.

The spars are joined with turnbuckles at the apices of the triangular spars and this method, though ingenious and fairly easy to disassemble, seems to us to be unnecessarily complicated for rapid assembly. Similar means are employed at all the main joints.

The fuselage has very attractive lines and is of narrow cross-section triangular in shape with domed sides and deck. The plywood formers are joined together with three longerons and covered with plywood. The whole of the nose covering is detachable. The wing is located on the top of the fuselage with a spigot and held thereto with four turnbuckles.

The tail unit is cantilever with small fixed surfaces. The elevators are of fairly narrow chord, but the rudder, whose hinge line is raked forward, is of low aspect ratio and generous area.

The forward part of the fuselage round the pilot, who sits forward of the wing, is boat shaped in plan on the undersurface and attached thereto is the skid. There is also an ash skid under the tail.

Control stick and rudder pedals are conventional. All the wires and rods are inside. The whole appearance of the machine is very clean and seems worthy of the tapered extensions which can be fitted to order of those private owners who want a superior performance for distance flights.

Mr. Bewsher who designed the machine and Mr. Dagnall who built it have every right to feel pleased with the fruit of their co-operation. The R.F.D. Company were the first firm in this country to put training machines on the market and now their sailplane is the first to demonstrate its soarability,—and that on its first trials. This is enterprise. Captain Stratton is enthusiastic about the performance and easy handling of the machine.

We ourselves suspect that the addition of taper wings and increased span will give the machine that improved speed range at good gliding angles which "KENTIGERN" showed to be so necessary for cross-country flight when he described the "Speed Diagram" in *THE SAILPLANE* for Feb. 27, 1931.

SPECIFICATION.

INTERMEDIATE (short span).—Span 38 ft., Length 26 ft. 3 in., Chord 4 ft. 6 in., Height 5 ft. 6 in., Wing area 165 sq. ft., Weight empty 215 lbs., Gliding angle 20.4:1, Best gliding speed 34.7 m.p.h., Stalling speed 25.6 m.p.h., Sinking speed 21 ft./sec.

SAILPLANE (increased span).—Span 48 ft., Length 26 ft. 3 in., Chord 4 ft. 6 in., Height 5 ft. 6 in., Wing area 210 sq. ft., Weight empty 250 lbs., Gliding angle 23.4:1, Best gliding speed 32 m.p.h., Stalling speed 23.7 m.p.h., Sinking speed 2 ft./sec.

THE D.C.A. AND THE B.G.A.

We are officially informed that *The British Gliding Association* has not yet received Lt.-Col. F. C. Shelmerdine's official acceptance of the Presidency of the Association. The office has been lying vacant since the death of Air Vice-Marshal Sir Sefton Brancker.

AUTO-TOWING AT BLACKPOOL.

This week-end, Mar. 14-15, Mr. Lowe-Wylde will give demonstrations of auto-towing at the Blackpool and Fylde Aero Club, Blackpool. Everybody who lives round about that district should make a point of turning up as all gliding enthusiasts are specifically invited to attend.

National Flying Services Ltd. are endeavouring to make available special auto-towing facilities to local Gliding Clubs on N.F.S. grounds.

MOTORLESS FLIGHT IN CHILE.

Some demonstrations of auto-towing were recently made on "Los Cerrillos" aerodrome close to Santiago, Chile. The machine was of the Zogling type, with welded steel tube construction, and had been imported from the United States. It was fitted with small wheels.

It was flown by various officers of the Chilean Air Force. The greatest height reached was about 300 ft.

A WORD OF WARNING.

There are quite a lot of people who are going to Germany to get Gliding Certificates. We hear from those who have been that for Rossitten the best soaring winds, i.e., from the East, only blew regularly in April and September. People going to this school should therefore arrange to take courses during these months, if they wish to have the best chance of getting a "C" Certificate.

GLIDING COURSES IN GERMANY.

The Mühlhausen Gliding School, near Pforzheim, is arranging from Mar. 15, 1931, regular gliding courses of three weeks' duration. The pupils live in a newly-erected "Young Fliers' Home" in the flying ground situated near Mühlhausen. The gentle slopes on all sides allow of instruction with every direction of the wind. Inquiries should be sent to The Mühlhausen Gliding School, Stuttgart, Römerstrasse 69 H., Germany.

AN AUTO-TOWING CLUB.

A Club is being specifically formed to give its members tuition by auto-towing. A machine is available with the necessary equipment. The subscription will not be high.

There are still a few vacancies and those who are interested should write "Auto-Towing," c/o *THE SAILPLANE*, 175, Piccadilly, W.1.

STOP PRESS!

The particulars of the trip to the Wasserkuppe for the Rhon Competitions, which has been organised by the London Gliding Club, have just come to hand. This trip is being handled by Thomas Cook and Son, Ltd., Berkeley Street, Piccadilly, W.1, to whom all inquiries should be sent marked B.H.68/51435.

Full particulars will be published next week in *THE SAILPLANE*. The inclusive price is £15 4s. third, or £17 2s. second class, per passenger. The trip leaves London on July 24 and returns Aug 10. A deduction of 10s. a day will be made for those who have to return before the arranged date.

Anybody can apply for tickets, but London Club members will receive preference in the event of too many applications being received.



THE TWO ENDS.—Left, Mr. Bewsher, designer; Captain Stratton; Mr. Dagnall, constructor; and Mr. Williams, his right-hand man. Right, the tail-unit of the new machine.—[We must apologise for not showing the whole machine, but there has been an accident to the block and there was no time to have another made.—Ed.]

WILL IT BE LIKE THIS IN 1960?

By L. HOWARD-FLANDERS, M.I.Ae.E., A.F.R.Ae.S.,
A.M.I.Mech.E.

Just lean back in your favourite arm-chair, close your eyes for a few minutes, and let me give you an imaginative peep at Gliding in 1960. Up and down the country are gliding stations, where those who are travelling by sailplane may stop and house their machines. They are the service stations of gliding. We will follow the adventures of Mr. Jones, who lives at Dulwich and is going to spend a few days at Torquay. The day is warm and sunny. A few cumulous clouds are almost stationary in the southerly breeze.

Mr. Jones jumps into his baby monocoar and is at the top of Anerley Hill at a few minutes to 10 in the morning. He enters the gliding station which has replaced the Crystal Palace, now used as hangars. Having parked his car in the annexe, Mr. Jones enters the Palace, passing the hundreds of sailplanes stored in rows. There is a wide gangway and trolley for running them out onto the launching platform.

There are sailplanes of all sorts and dates—some old wooden machines with polished wooden covering to the wings, some with fabric on metal frames, others entirely made of shining Magnesium Beryllium Alloy, costly, but very light. Almost all of them are fitted with the "E.X.T." launching-gun, because, since the strike of glider launching teams 10 years before—when their Trade Union was smashed—hand launching had never regained its universal popularity.

One of these all-metal sailplanes, *Elsa*, is a recent acquisition of Mr. Jones, who is proud of its fine gliding angle and splendid appearance. From the parcel that he is carrying, Mr. Jones takes out six charges for his E.X.T. gun, which has a revolving breech, an exclusive feature built into the latest model of B.A. sailplanes. Another great point is that although the gun can be reached by the pilot in flight, the tube is extended to carry the gases well away from the machine. The increased power of 10 horse-power for 5 minutes in each 3-lb. charge is a most useful improvement.

The attendant brings up the trolley and lifts the *Elsa* on board. At the same time he hands Mr. Jones the log book, showing him the engineer's signature certifying that the *Elsa* has been found airworthy and ready for flight.

When the trolley reaches the launching platform, situated where the beautiful terraces and fountains used to be, Mr. Jones remembers, as he climbs into the pilot's seat, the lost beauty of the Crystal Palace grounds with some regrets. He adjusts the windscreen and sets his instruments to zero.

When the attendant has turned the sailplane to a suitable position, the pilot gives the signal to stand clear and presses the ignition button. There is a steady hissing noise, and the craft glides off, rapidly gaining speed, until, after a run of 100 ft., it rises into the air and starts to climb rapidly. The owner-pilot, who rather fancies that a cumulous cloud over Streatham Common looks full of lift, directs the *Elsa* in that direction, and circling in large figure of "8" loops, reaches the cloud in 4½ minutes. As there is power left in his gun for half a minute, he uses that time to explore the air-currents and to find what part of the cloud gives him the best lift.

As the charge in the gun dies out with a sigh the pilot is circling through the cloud, relying on his instruments only, until he should come out into the sunshine on the top of the cloud. The variometer shows a high rate of climb. Yes, it is a good cloud, and in 10 minutes he emerges at the top of the cloud, 6,000 ft. above the start.

This is a splendid beginning to the journey; it enables him to glide at his highest speed, just over 80 miles an hour, down to the Epsom Downs with enough height left to turn East and make Box Hill in one long glide. Here the pilot circles the *Elsa* from East to West for some 10 minutes, but is only gaining height slowly—1,000 ft. then 2,000 ft. and that seems to be the ceiling. He is trying to gain sufficient height to reach Chanctonbury Ring in one glide to save the slow task of contour sailing over the low hills in between, or else to take the uninteresting route by the Hog's Back and Salisbury Plain.

Mr. Jones looks round. Yes, there is a cloud forming. Can he reach it? He alters his course in an easterly direction and soars along the ridge over the village of Buckland. Here he finds the lift from the underside of the cloud, and in 10 minutes emerges from the top, with his altimeter showing 7,000 ft. This is an excellent climb, which enables him to make a straight, high-speed glide direct to the coast at Chanctonbury Ring, which he reaches in 15 minutes. Clouds with clear-cut edges, cumulous clouds, all along the South Downs is the welcome sight that meets the pilot's eye.

Five minutes' circling between the Ring and the Dew Pond and the *Elsa* is in the clouds, to emerge a few minutes later at 4,000 ft. altitude. Mr. Jones then decides to fly at a height almost as high as the top of the clouds

What DID happen on March 7-8

1. The R.F.D. intermediate soarplane put up a total duration of 1½ hours in 5 flights, and was forced to land each time (on launching ground, except once) owing to intense cold and unfavourable conditions.
2. The first "C" certificate to be obtained on an all-British glider was gained by Capt. A. N. Stratton. Duration 16 minutes.
3. Watch for further development with our high efficiency machines.

THE R.F.D. COMPANY
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on the seaward side. This position gives a wonderful view of the Channel, with the sunlight reflected from the waves, and the little towns of Angmering, Littlehampton and Bognor bathed in sunshine.

Arundel Castle is in the shade of a heavy cloud. The towers of the Castle and the church at the top of the hill look dark and unfriendly. Mr. Jones now consults his charts to decide the best course to follow. Bognor, with its heavy down-currents, is to be avoided at all cost. Should he try for the Isle of Wight, circle round to gain height, then proceed to Durlston Head in one long glide across the sea? What does the chart say? The rate of descent over this section of the route is -2 ft. per sec.; well, if he leaves the Isle flying at 4,000 ft. that will carry him safely to the top of the Head. Yes, it is safe to go by the Isle of Wight in this weather.

Proceeding along the hills, making use of the clouds which were rather few and far between after leaving the thunder clouds over Arundel, Mr. Jones finds to his joy that he has 3,000 ft. altitude when he arrives at Portsdown. A straight glide takes him across the Island to the South Coast.

When he reaches Ventnor a few figures of eight bring him up to the 4,000 ft. that he calculates will enable him to reach Durlston Head in one straight glide. First he sees that he has turned the barrel of the gun to bring a fresh charge into position, and then turns westward over the sea. Having left the Needles behind, he glances over to the starboard side and is struck by the beauty of the stretch of heather, trees and grass land of the New Forest reaching to the green heights of Salisbury Plain in the far distance.

The sunlight reflected on the waves seems rather close, so the pilot glances at his variometer and finds the rate of descent faster than he had allowed for. He is now within about two miles of his objective. Mr. Jones presses the button on the instrument board, and the loud hissing sound tells him that the gun has fired. He is now climbing rapidly, and passes over the headland with 500 ft. to spare.

As he does so, he congratulates himself that he has a new type of gun for his sailplane which can be reloaded in the air, otherwise he would have been forced to turn and land in the New Forest, have his machine carried to the nearest starting platform and make a fresh start, a delay of very possibly two hours.

By now the *Elsa* is 4,000 ft. over Corfe Castle, the Downs, almost unbroken from here to Dawlish would give perfect air currents for contour sailing. Time? He has been three hours since the start. It is now luncheon time. The gliding station at Corfe Castle is well-known for its cuisine. It is a pity to sacrifice the 4,000 ft. obtained from the last charge fired in the gun, but Mr. Jones circles down and lands on the platform. An attendant comes up. "Park for lunch, have the *Elsa* examined and ready for start in an hour," is the instruction.

Having seen a party of friends off, who are gliding on their way to Dover for the start of a trip to the Continent, Mr. Jones has the *Elsa* placed into position and starts, with the third charge hissing from the gun. Lulworth Cove, like a little blue shell in a white and green setting, appears more beautiful than usual. The coast slips under the sailplane like a carpet, silent and unreal in the brilliant sunshine. Weymouth, then Portland, its green slopes scarred by the quarries of remorse and regret. Lyme Regis, Seaton, with its narrow gap in the Downs where the river Exe runs into the sea, Beer, Sidmouth, Exmouth, where a glide of two miles brings the *Elsa* into the contour currents again at Dawlish.

Here is need for care. Teignmouth is of bad repute, for the descending currents and difficult eddies must be avoided with this light wind, so a course is flown inland, using the tors of Dartmoor to circumnavigate Teignmouth and make one long glide to the platform of the gliding station on the top of the hill. Torquay is reached at 3.30. Deducting the time for lunch, the journey has taken 4½ hours—this is nearly as good as the train, a really splendid glide.

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COME to BLACKPOOL during the WEEK-END and see a demonstration of AUTO-TOWING at the N.F.S. Aerodrome.

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Mr. C. H. LOWE-WYLDE, General Manager.

When you come to SCARBOROUGH this 1931
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Headquarters of the Scarborough Gliding Club. On the sea front.

The Gliding World of Europe will be there this year. Book now for June.

Accommodation 300. Hot and cold water. Terms from 15/- incs. Magnificent Ballroom.

CORRESPONDENCE.

Suggestions from Wessex.

Sir,—As Editor of the *Gliding* yearbook I would like to thank you for the kind things you said about this publication last week. Dorset Gliding Club has received almost embarrassing tributes from Clubs all over the country as to the usefulness of *Gliding*: the thing now is to sell it, and my Club feels it has a right to ask the fullest help of every gliding enthusiast in this direction.

It should be borne in mind that *Gliding* reflects far less credit on Dorset Gliding Club than upon the British Gliding Movement, which co-operated to the fullest possible extent in producing it. The help we received has convinced me personally of the health and sincerity of the movement, and has made me determined to do all I can to help it by such modest means as are in my power. Mr. Wright, chairman of the Club, and myself, are conscious of many glaring shortcomings in *Gliding*, but then we have had such a fight against time. I can vouch that the 1932 issue will be a vast improvement.

I agree with you that the club chart in *Gliding* is "eternally obsolescent," but we thought it was the best means of testifying to the extraordinary progress of the movement in 12 months.

May I now trespass on your space to deal with two other important matters? I can only say I was shocked when I read your report of the annual meeting of the B.G.A., because the Association's financial condition appears to be dangerously unsound. This fact (?) has fixed in my mind a conviction that has been forming in it for some time . . . that the B.G.A. should restrict itself simply to governing the Gliding Movement, which should be split up into territorial federations of Clubs for the conduct of research, competitions, etc.

Gliding has peculiar problems of its own, and in many ways London is a bad centre from which to radiate wisdom to the Movement. If in the Dorset Club's area, for example, there was a Wessex Gliding Federation we could do a tremendous amount of useful work. I visualise the Federation as the guiding light of its Clubs, as the sponsor of a school, the co-ordinator of meteorological and other research throughout the South-West of England, and as an unfettered and really active instrument for enlightening the public. Clubs in our area could then work to a set plan, demonstrations could be economically arranged: rallies, meetings and competitions would all be mapped out. Financial matters would be vastly simplified. And representatives of the Federations could sit on the B.G.A. Council. Proper Club representation seems to me to be impossible in practice otherwise.

I won't say more about this question of administration, except to express my humble opinion that unless it is settled very soon the Movement will be in a chaotic condition, with Clubs all at sixes and sevens and very few of them carrying out programmes for proper investigation of our subject. It will be a million pities if the Movement is allowed to run to this sort of seed.

The second subject over which I have been pondering is THE SAILPLANE. I do not know the circulation of this invaluable periodical, but I have a suspicion that at any rate it is not read by every member of every Gliding Club . . . and it should be. It is not my intention to pat THE SAILPLANE gratuitously on the back, but I can only describe it as the light in our darkness. Any faults and shortcomings apart, THE SAILPLANE is at present the one vital factor in guiding the Gliding Movement, and any Club member who does not get it every week is losing education that he or she will never be able otherwise to acquire.

Why cannot THE SAILPLANE be the recognised news medium of every Gliding Club, doing away with expensive and tedious news bulletins almost entirely? Why cannot a part of every member's subscription be allocated for the purpose of him or her receiving THE SAILPLANE as it is sent out at present, or from the Club Secretary, who could receive supplies in bulk? I imagine that financial agreements could well be fixed up between THE SAILPLANE and the Clubs concerned. The periodical might even be increased in size so as to contain more Club news. Anyhow, it deserves a hundred per cent. circulation among those for whom it is intended, and it should be the official organ of every Gliding Club.

(Signed) H. R. R. GOODYEAR,
(Hon. Editor, "*Gliding*.")

Herr Stamer Replies to "Glissandum."

Sir,—In your issue No. 25 we notice, under the heading of Correspondence, an inquiry in which a young man seeks information about the possibility of taking part in a gliding course in March.

We would be obliged to you if you would inform the gentleman concerned that in the period from Mar. 16 to April 2 a course for advanced pupils is being held in the Flying School on the Wasserkuppe in which this gentleman could take part, as he is already in possession of the

"C" gliding certificate. We enclose with our letter the Schooling Regulations, and would be obliged if you would forward these to the gentleman concerned. If he proposes to take part in the March course, he should send to the Directorate ["Leitung"] of our School, if possible by return, the forms required by the Schooling Regulations, together with his application.

With best thanks in advance for your friendly mediation.

(Signed) FR. STAMER.

[We regret that we failed to receive the enclosures as stated.—Ed.]

Mr. Pilling Explains.

Sir,—As your remarks on the Surrey Club's report in the last issue of THE SAILPLANE seem to have raised momentous issues, I would like to amplify the case to remove misconceptions.

The breakage of the aileron horn on the day mentioned was caused by a blow on the control column from the launching rope which had broken owing to a failure of the quick release gear. The previous failures, and these are the ones referred to in the offending statement, were experienced on several occasions due to heavy landings.

The conclusion reached by various members was that the plywood biscuits at the sides of the aileron horn should be thicker, and this opinion has been mentioned to the R.F.D. Company more than once. On this last repair the plywood has been replaced by dural and the result will be watched with interest.

It should be noted that no such trouble was experienced with the standard Dagling, but the Surrey Club's machine is the special one used at Ditchling, and has the ply leading edge carried back to the mid chord, resulting in a stiffer wing.

(Signed) F. PILLING.

AUTO-TOWING AT CRAMLINGTON.

Mr. Lowe-Wylde, Mrs. Green, two gliders and one Bentley arrived on Friday evening, Mar. 6, having spent the day with the Sunderland Gliding Club. Friday is believed to have been the coldest day on record since 1917 with a biting East wind and frequent showers of hail and snow.

Saturday was not much better. The spectators were almost entirely limited to members of the local flying and gliding clubs, but in spite of this the Club Moths were busy taking joy-rides most of the afternoon between showers, while Mr. Pennington, trailing clouds of snow, demonstrated one of the National Flying Service's Puss Moths to various people, including Mr. Purser, President of the Sunderland Gliding Club. Other members of the Sunderland Gliding Club, under the energetic leadership of their secretary, Mr. O. D. Hartness, gave nearly all the amateur help required for the demonstration and also provided a car to tow the glider back to its starting point.

Mr. Hartness may well lay claim to being one of the first people to see how flying and gliding clubs may combine to their mutual advantage. Some weeks ago he came to an arrangement with the Newcastle Aero Club whereby they agree to give any member of the Sunderland Gliding Club ten minutes dual instruction on a Moth at a small fixed charge without further entrance fee or subscription, while approved power pilots may go and glide at Sunderland.

About 3.40 p.m. on Saturday Mr. Lowe-Wylde took off for his first glide. Almost immediately a blizzard swept across the aerodrome and when he landed near the circle everyone thought he would be blown over before help could arrive. Mr. Lowe-Wylde, however, remained quite unmoved and kept the glider steady by means of the controls until people ran up and held the wing-tips. This controllability on the ground in gusts of 35 to 40 m.p.h. made a great impression on the spectators. After this, gliding was only indulged in between showers, but several excellent flights were made, including one in which Mr. Lowe-Wylde went up to four or five hundred feet and, coming down in a series of S turns, landed between two flags. The weather was considered too bad for any Club members to try their hands, and at about 5 p.m. the glider was put away.

On Sunday there was rather more of a crowd, the temperature being up to 40 deg. F., and the intervals between showers being longer and quieter. Mr. Lowe-Wylde did several wing-tip landings to show the best method of getting down in a confined space—a most interesting and impressive sight. Having to stop every now and then to take shelter while it snowed made everything seem rather slow and about 5 p.m. nearly everyone had gone home.

Of those who remained, however, Messrs. J. D. Irving, F. L. Turnbull, F. P. J. McGevor, and W. B. Ellis (all power pilots) made flights, Mr. Irving qualifying for his "B" Gliding Licence. The only *ab initio* glider pilot who tried the machine was Mr. Neilan, who is having instruction at the Sunderland Gliding Club.

Thereafter snow came down in earnest and gliding had to stop.—C. R. L.

NEWS FROM THE CLUBS.

WHERE GLIDING CAN BE SEEN.

Beds.—The Bedford Gliding and Flying Club. Week-ends at Wilstead Hill, 5 miles from Bedford on Bedford-Luton road.
—The London Gliding Club. Meeting place, Turveys Farm, near Totternhoe, on Saturdays and Sundays.
Dorset.—See under Somerset.
Edinburgh.—The Edinburgh Gliding Club. Sundays, at West Craigs Farm, between Corstorphine and Turnhouse Aerodrome.
Glam.—Merthyr and District Gliding Club. Sundays, 10 a.m. to sunset, 1-mile left Dynevor Arms, Merthyr Tydfil—Swansea Road.
Hants.—The Southampton Gliding Club. Every week-end at Red Lodge Farm, Bassett.
—Surrey Gliding Club. Sundays from 10 a.m., weather permitting, at Stocks Farm, Meonstoke (Old Winchester Hill).
Hereford.—The South Shropshire and North Herefordshire Gliding Club at Dinmore, 1-mile from main Hereford-Ludlow Rd. Every Sunday, and Thursday from 2 p.m.
Herts.—Herts. and Essex Gliding Club. Sunday afternoons, Eastern Roadways Garage, one mile north of Stortford.
I.O.W.—The Isle of Wight Gliding Club. Whiteley Bank, near Godshill. Every Sunday from 11 a.m.
Kent.—North Kent Gliding Club. Saturdays 1 p.m., Sundays 10 a.m.
Joyce Green Aerodrome, near Dartford.
—Kent Gliding Club. Week-ends above Lenham, on the Maidstone—Ashford road.
—The Isle of Thanet Gliding Club. Saturdays and Sundays from 2 p.m. Manston Aerodrome, Thanet.
Lanark.—The Glasgow Gliding Club. Barrance Farm, Easter Whitecraigs, near Glasgow. Every Sunday from 11.15 a.m.
Lancs.—The Furness Gliding Club, at Gleaston Park Farm, Gleaston, near Ulverston (midway between Gleaston and the Coast road), Sundays 10.30 a.m., by arrangement and weather permitting.
—The Stockport Gliding Club. Every Sunday afternoon at Woodford Aerodrome, Manchester.
—The Preston and District Glider Club. Week-ends at Butler's Farm, Beacon Fell, 2 miles from Inglewhite and 7 miles from Preston.
Notts.—The Nottingham Gliding Club. Mr. Ellis's Farm, Kneeton Road, East Bridgford, Notts. Every Sunday, weather permitting.
Somerset.—The Dorset Gliding Club. Westland Aerodrome, Yeovil.
Staffs.—The North Staffs. Gliding Club. Week-ends at The Downs Banks, Barlaston Downs, near Stone, Staffs.
Sussex.—Southern Soarers Club. Newmarket and Balsean, between Lewes and Rottingdean, near Brighton. Week-ends by arrangement, for Soaring. (Phone: Hove 5118.)
—The Southdown Skysailing Club. Sundays from 10.30 a.m. High Barn, Rottingdean.
Warwick.—Rugby District Gliding Club. Cote Hill Aerodrome, Husbands Bosworth, Rugby.
Wilts.—The Wiltshire Light Aeroplane and Glider Club at Easton Hill, Alton Priors Range, Bishops Cannings, near Devizes.
Worcs.—North Cotswold Gliding Club. Every Sunday at Fish Hill, above Broadway Village, from 10 a.m. to sunset. Saturdays and Wednesdays from 2 p.m.
Yorks.—The Bradford Gliding Club, at The Pastures, Apperley Bridge. Saturday 1.30 p.m., Sunday 9 a.m.
—The Huddersfield Gliding Club. All day every Sunday at Bradley Bar, Huddersfield.
—The Leeds Gliding Club. Week-ends at Warfedale with the Harrogate Club.
—The Scarborough Gliding Club. Every week-end at Flixton.

[Clubs are invited to send in full details as to where and when they can be seen at work. This feature should help Clubs considerably as readers who are not members can go to look at the nearest local Clubs and see which they like.—Ed.]

THE BEDFORD GLIDING AND FLYING CLUB.

During the week-end our instructors put in some of the hardest work yet done, and it was pleasing to see the continued good attendance and keen spirit of our beginners.

After the usual test flight by the Vice-Captain, gliding went on like clockwork, held up only for a brief period following a heavy landing by Mr. Bell, which resulted in some burst landing wires. However, after about half-an-hour the machine was once again doing duty. Some very good glides were made by Messrs. Relf, Bell, Ivin, Perkins, Chamberlain and Walker, including some promising "hops" by Mrs. Ivin, and there is no doubt if these members continue as they are doing now it will not be very long before they can claim the coveted "A."

It was with deep regret that we all learned of the tragic accident at Harpenden, which takes from us one of Gliding's keenest pioneers, and one whom the Club was proud to claim as a friend—Mr. Lander. The Club tenders its sincere sympathy to Mrs. Lander, and to the London Club in losing such a valuable member.

THE CHANNEL GLIDING CLUB.

Since Wednesday, Feb. 25, life for the Channel Gliding Club has resolved itself into the following boring rhyme:—

Wednesday tow,
 Saturday snow,
 Sunday tow
 (when it didn't blow)
 Wednesday slow
 Arrivals?—No
 Saturday blow.

A hiatus has, however, occurred, but it is not the joyous one hoped for. We are now unable to use the aerodrome for towing for some time as it is too damaging to the surface, which has become soft during the recent heavy rainfall.

THE NOTTINGHAM GLIDING CLUB.

It has been found in the Nottingham Gliding Club, not once, but on many occasions, that the schooling of beginners in the normal way, that is, from six to ten slides and then a launch, is fraught with great danger both to the machine and pilot. Very often the launch has a disastrous landing which, even a broken landing wire, entails a delay in the day's sport, if not a complete stoppage.

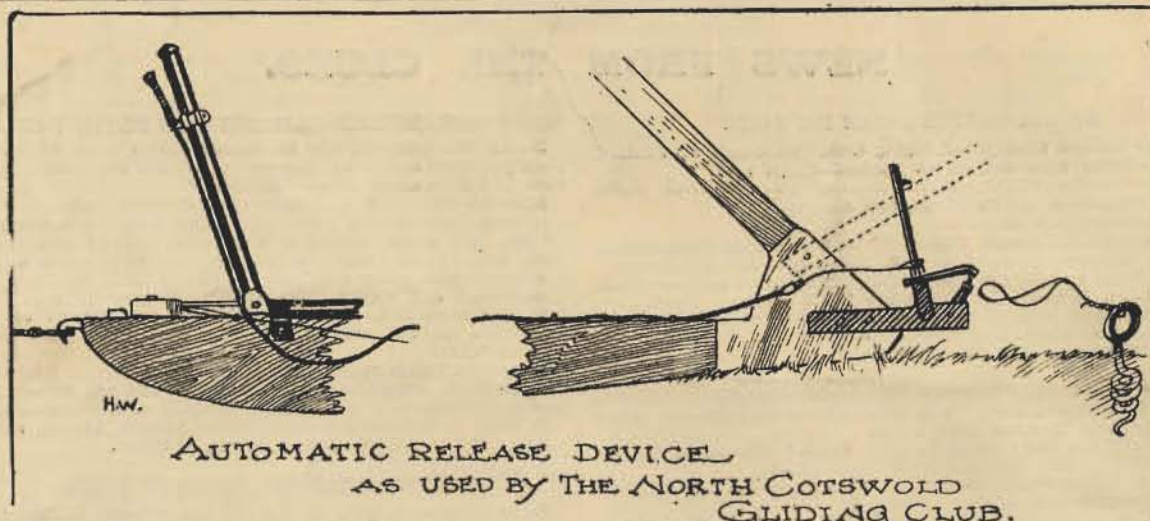
Mr. H. A. Searby, to whom the Club is indebted for a number of very fine gadgets, and who, it will be remembered, has already designed, built and flown a glider of his own, has given great thought to the early training of new members. He has evolved an excellent series of lessons, and has now launched the Nottingham Gliding School. It is believed that this is the first Gliding School to be established in England.

His idea is, that after a maximum of three months in this school, for which pupils pay what is purely a form of acknowledgment, five shillings, they are sufficiently well trained in gliding to be able to take their places with the more experienced members of the Nottingham Gliding Club, without risk of damage to the machine. Although the pupils of the Nottingham Gliding School will pass out from the school after tests on Mr. Searby's own glider, he does not intend any pupil to remain in the school once they are capable of a satisfactory launch, glide and normal landing, irrespective of duration. The principal causes of crashes are undoubtedly inexperience and nerves, with the latter as the most probable cause. To obviate this, Mr. Searby has evolved a method whereby his pupils are thoroughly conversant with all the movements of a glider in flight, without the glider actually being in flight.

The Nottingham Gliding Club is very appreciative of Mr. Searby's effort, and it is hoped that, when the long days are with us again, the Nottingham Gliding Club will have considerably more new



AT SCARBOROUGH.—The nacelled Zogling with Mr. A. E. Thompson at the controls. Mr. Slingsby "Zoggles" at Flixton.—(Photo, Warren Thompson, Scarborough.)



members able to glide without risk of damage either to the machine or pilot.

It is the writer's considered opinion that this School is supplying a long-felt want and is most definitely conducted on the right lines.—W. S. S.

[This was not sent in as "Club News," but as we already had an account of the Searby School in type, we have edited this second account so that it may show the position of the School relative to the Club. It certainly seems as if Mr. Searby has evolved a method of keeping the Club crashes down.—Ed.]

THE SAILPLANE CLUB OF T.M.A.C.

The joint Dance held by the Sailplane Club and The Model Aircraft Club on Saturday, Mar. 7, was a huge success—socially and financially. The few critics who had predicted that the price was too low for a satisfactory result were compelled to acknowledge their mistake. As a result, not only is a balance available for development funds for both Clubs, but such an impression was made that the organisers have been asked on all sides to produce another similar event before the season ends, and this is being considered.

Much interest was taken in the series of photographs exhibited showing gliding at Smalldole and as a result there were several applications for membership. There are still some vacancies for 1931 at £3 3s. annual subscription—applicants should apply for particulars and road map to the Hon. Sec., E. G. Smettem, 2, Wine Office Court, Fleet Street, E.C.4.

THE SCARBOROUGH GLIDING CLUB.

The Scarborough Gliding Club has for some weeks past, due to the trying condition of the weather, been unable to make great headway in the Flying Field, although several attempts have been made, notably the Saturday and Sunday before last, to get in the air, and three or four soaring flights of eight to ten minutes have been performed.

Another very successful Smoker was held at the Club's Headquarters, The Royal Hotel, on Mar. 3, at which several well-known local artists performed, and after a pleasant evening the guests broke up expressing the opinion that these Monthly Get-togethers should be repeated, and particularly during the winter months.

The new Committee have, however, not been idle since their election in January last, and have on the contrary been meeting regularly every few days and drafting out new policies re internal organisation and reconstruction of the Club. Considerable headway has been made during the first year of the Club, but it is now felt that its position must be held and a progressive policy for 1931 built up. The Flying Side of the Membership has been reconstructed and the nucleus of a High Performance Squad selected. This will be added to and assisted by Squad B, consisting only of certified pilots having either "A" or "B" Licences, whilst the remainder of the Flying Members, under the leadership of Mr. Turner, will devote the next few months to primary work, their object being "A" and "B" Licences, when they will in turn be moved up to B Squad.

It will have been noticed that this Club has been lying low during the last few months, but I rather fancy readers of THE SAILPLANE will begin to hear much of their doings in the near future and to use a colloquialism—"I believe this Horse is well worth watching."—NIX.

THE SOUTHERN SOARERS CLUB.

Last week-end was a happy augury for the early history of this Club, one of the primary objects of which is the promotion of the art of Soaring, per se.

On Mar. 7, our President's (Mr. R. F. Dagnall) high efficiency machine, which had been test flown the previous week-end, had, in the meantime, been granted its C. of A., and was now flown for the first time on our Flight Secretary's Soaring Ground; and by one of our Club members, Captain Stratton. The pilot (after a couple of preliminary test flights of about one minute each) duly qualified for his "C" ticket with a flight of 15 minutes 55 seconds, at a height varying from 50 to 300 feet above starting point.

He thereby gained for this Club, as its first certificate, a "C" ticket, which we believe to be the first time this has been done. Captain Stratton also gained the first "C" ticket to be obtained upon a British designed and British built sailplane.

The following day some remarkably interesting flights were put up by Captain Stratton on the same machine: his best being a flight of 26 minutes' duration, in which he attained a maximum altitude of 400 feet above starting point. The Pilot, the Designer—Mr. Bewsher, the Builder—Mr. Williams, the Owner—Mr. Dagnall, and the spectators were unanimously pleased with its performance, all the more remarkable as the narrow centre-section was employed in all flights.

Captain Stratton is to be congratulated on his achievement under very trying flying conditions; namely, the high and very gusty wind of 35 to 40 miles per hour, giving rise to almost continuous "bumpiness," and a temperature below freezing-point, even on the ground; indeed, after one descent he was literally frozen stiff, and had to be assisted from the cockpit.

We look forward eagerly to tests with the wide centre-section employed for soaring in light winds. Our heartiest congratulations to our President on the new Dagnall High-Efficiency Machine!

The usual monthly Club Social was held at Headquarters on Saturday, when some sixty members and their friends spent a very jolly evening in dancing and playing bridge, a buffet supper being served at 10 p.m.

The Club is fortunate in having secured the services of its new Flight Secretary, whose practical interest in the Gliding Movement is well-known, and who has extended to the Club the use of his magnificent soaring ground. Full particulars of the Flying Branch of the Club may be obtained from him at the New Yorke Hotel, Bedford Square, Brighton.

We are stunned by the news just to hand of the sad decease of one of our first owner-flying members. Our sympathy goes out to Mrs. Lander and the rest of the bereaved family, and to the Harlington group who are affiliated to us.—F. W.

AUTO-TOWING.

All Club members and everyone else who is interested in Auto-Towing should make a point of visiting their nearest N.F.S. aerodrome when Mr. Lowe-Wylde is demonstrating his B.A.C. machines and auto-towing. Thus they will be able to see for themselves why this method of tuition offers many advantages. We would remind all our readers that National Flying Services Ltd. welcome visits from gliding enthusiasts on these occasions, and in point of fact this organisation is endeavouring to provide special facilities for auto-towed tuition on their various aerodromes.

A NEW COMPANY.

B.A.C. Ltd.—Private company. Registered Mar. 4, Capital, £3,000 in £1 shares. Objects: To carry on the business of designers, constructors and operators of all kinds of land and marine aircraft, motor vehicles, motor boats and marine engines, aircraft motors, trailers, etc.

The directors are:—

C. H. Lowe-Wylde, A.R.Ae.S., 56, Sutton Road, Maidstone.
K. B. Green, Alver Cottage, Lancet Lane, Loose, Maidstone (managing director of H. Allnutt and Son Ltd.).

Mrs. Sheila M. Green, Alver Cottage, Lancet Lane, Loose, Maidstone.

Qualification: £100 shares. Remuneration of managing director: £500 per annum; of other directors: As fixed by the company. Secretary: J. B. Lowe. Solicitor: J. E. Churchill, 15, Craven Street, Strand, W.C.2. Registered office: Lower Stone Street, Maidstone, Kent.

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