

THE SAILPLANE

Price
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AND GLIDER

THE DAGLING.



Captain Stretton inspecting the victorious mount of The Surrey Club.

AFTER THE EVENT.

The Inter-Club Competitions at Ditchling were remarkable for three things. The number of British-built machines that were in use, the total lack of accidents, and the large number of "A" Certificates that were taken. We must congratulate the Portsmouth Club, who told us they had gained nine. The actual value of this gain depends upon the percentage of *ab initios* who got tickets. The Surrey Club got four "Bs," which was a stout effort.

Perhaps the most encouraging thing about the whole Meeting was the high standard of flying shown by the pilots, especially those on the primary training-machines.

All the primary training flights were made on Dagnall or Lowe Wyld training-machines. Herr Kronfeld flew the B.A.C.III and was well pleased with it. Its performance seemed quite as good as the Prufing and it is a pretty machine to see, quite apart from its advantages of using the same wings and tail unit as the primary training-machine.

The total lack of accidents proves the advantages of the site for training and we must congratulate the Southdown Skysailing Club upon their acquisition. While talking about this Club we must also congratulate them very heartily upon the way in which they organised the meeting in five

days. They had issued bills, arranged for tents at the only two points of access to the ground, so that all visitors might be asked to pay for the pleasure of seeing Zoglings tobogganing down the hill. They had got Car Parks, Refreshments and Ambulance Men.

They achieved everything they could be expected to achieve except accommodation for the visiting machines, and this there was not time to do. The fact that the ground organisation and flying arrangements were non-existent, or not perceptible to the individual, was not their fault. For a newly-started Club their energy and ability augur well for their future.

The reservation of space for gliding on Saturday was adequate and the ropes did keep the crowds back. On Sunday nothing of the kind was attempted. If a machine had swerved there would have been a serious accident. The loud-speaker arrangements did not materialise properly and the crowd had no way of learning what was happening. This is not the way to encourage people to visit another gliding meeting.

We saw nothing, and heard no argument to persuade us that our comments in our previous issue were at fault—it seems better perhaps to say no more.

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THE MEETING AT DITCHLING BEACON.

The first Inter-Club Competitions which the B.G.A. have organised were held at Ditchling Beacon on Saturday and Sunday, Oct. 18 and 19. A remarkable fact was that proceedings actually started before the advertised time of 2.30 p.m. Some while before this time the London Club produced a Prufing owned by Mr. Lander and proceeded to shoot various people off.

The wind was from the South-west and blowing up one of the "draws," as they appear to be called locally, which run into the Beacon, and the London Club seeing a wind-sock on top of the hill thought that the top of this "draw," specially as it was marked by tents and a wind-sock, must be the official launching site. It was not, but nobody discovered this till the end of the day.

After the London Club Prufing had made some vague flights, Captain Stretton of the Surrey Club made a really cunning effort on the Club's new Dagling, as the latest R.F.D. machine has been facetiously called. This machine has been carefully cleaned up with a resultant flat angle of glide.

Captain Stretton gained some height as he took off and then slipped away to the West and slid down the long arm of the valley. Here he showed his skill, and taking advantage of every small bit of lift that was available made a remarkably long flight.

The Surrey and Portsmouth Clubs then began to get really busy, and a six-wheeled lorry lent by Caffyns Ltd. was soon hard at work pulling machines back. The Lowe Wylde B.A.C.III arrived and was promptly assembled in that business-like way which long experience has perfected.

The machine is taken out of its cradle, laid out on the ground, and the parts assembled in rotation. One man puts in the pins, and another follows with the split-pins and so on. This systematic erection ensures that every detail is safely locked in place.

On this machine Mr. Lowe Wylde made a good glide and showed that his machine compared most favourably with the Prufing. By this time the flight of Captain Stretton had had its effect and everyone was emulating him. Good flights were made by Messrs. Mole and Buxton. We should have liked to have seen the launches made from further West, which we now understand was the proper place, but at the time we were as a voice crying in the wilderness.

A gadget that attracted much interest was the quick-release gear produced by the R.F.D. Co. and used by the Surrey Club. This avoids a lot of bother and is definitely to be recommended. We hope to describe it in THE SAILPLANE. By its use only one small boy is needed at the tail of the glider.

During the afternoon some real excitement was provided by Sq. Ldr. Probyn on his Widgeon, which he landed after one or two attempts along the top of the Beacon. Later, when he left, his take-off was the only demonstration of soaring flight which we witnessed.

The Widgeon was wheeled and pushed to the edge of the hill close to the launching site. After no run at all the Widgeon left the ground and went straight up like a slow motion rocket.

THE ADVANTAGES OF A CARAVAN.

An enterprising visitor to the Meeting was Mr. Cecil Rice and his Folding Caravan, which arrived from Yorkshire towed behind a Morris Minor. We had rather thought all caravans to be contraptions for those afflicted with

agoraphobia. We thought that such people fleeing from the public gaze betook themselves to lonely spots in caravans.

But now we know better, and after sheltering within one from the bitter wind and receiving a decent tea therein, we are converted. So would everyone else be, and we feel sure that a caravan which will shelter six people in comfort, which has proper cooking arrangements with an adequate sink, would prove a boon to any Gliding Club. People could have their Rice Caravan put on the end of the cradle or trailer in which they tow their glider about. It would make little difference in the overall length.

Mr. Rice, who is a member of the Cononley Gliding Club, told us that he came down in the caravan and on Friday slept in it, not 50 yards from Oxford Circus. On Saturday night he slept in it on Ditchling, so his visit to the south was not particularly expensive. This caravan would go far to solve the Club-house question for impecunious Clubs and we understand that Clubs can get a special discount if they write to Mr. Cecil Rice, Riverside Mill, Gargrave, Yorks.

The best flight of the day, and indeed of the whole meeting, was that made by Mr. Matheson, who is an officer in the New Zealand Air Force and has recently acquired a "C" licence at the Wasserkuppe. His handling of the Prufing was a joy to watch. He gained some height by making "S" turns over the head of the draw, and indeed nearly managed to make a turn back over the top of the hill. He fought every inch of the way and took advantage from every bit of rising air and finally flew round the corner of the valley out of sight. He was credited with 4 min. 37 sec.

After this, when it was getting dark, Herr Kronfeld and the Master of Sempill arrived, having flown from the West Country at an average air speed of 110 m.p.h. in the latter's Puss-Moth. Another distinguished visitor who had been there since lunch-time was Mlle. Lippens, who had towed her Professor sailplane all the way from Maidstone. She was disappointed with the site on arrival and wished she had gone to Folkestone.

When the machines had been tucked away, and tied down as there was no accommodation, the enthusiasts adjourned, the crowd having long since departed, to Brighton, where people amused themselves in their own peculiar ways. We went home.

The Channel Club had bad luck as a motoring accident deprived them of Manuel VI, their home-made glider. Of the seven Clubs that entered only five flew. Oxford could not bring a team, and the Southdown were too busy organising. Among the five Clubs that flew Lancashire had only one member.

THE SECOND DAY.

On Sunday the atmosphere on the top of the hill seemed very vague; nobody knew anything definite at all. Perhaps it was the results of the night before. Anyway, it was a marvellous morning and the view was so perfect that lack of gliding only served to enhance it.

Enthusiasm came to our rescue and Mr. Lander, together with one or two friends, gave a demonstration of his method of car-launching. With so much man-power available it looked unnecessarily bothersome, but for the lonely enthusiast it is possibly an excellent scheme. Briefly the idea is to tow the glider off the ground by a car.



AWAITING ACQUISITION.—A view looking East of Mr. Lander's proposed site. An account of what Mr. Lander proposes to do will be found on page 62.

The car is made to run in the best possible direction by an arrangement of pulleys, which also serve to gear up the movement of the glider, which slides along a wooden trough. The scheme worked quite well, though nasty side-loads seem possible. Anyway such a pioneer effort to make gliding possible for the solitary enthusiast is to be encouraged even if other ways do suggest themselves.

Mr. Gordon England and Herr Kronfeld had now decided that a cup across the road and facing the South-east, whence was coming the wind, was the site for the day, so thither we all adjourned. Herr Kronfeld made one spectacular attempt to soar by taking-off from the top of the hill over the telegraph wires, but this extra height availed not at all and his flight, though graceful, was of but brief duration. Mr. Lowe Wyld followed in his B.A.C.III but did not succeed in soaring either.

During Sunday afternoon a number of visitors arrived by air and landed at Shoreham. Among these were Dr. Whitehead Reid and Sq. Ldr. Probyn, who flew their Widgeons over the Beacon in formation. We also noticed Mr. Hubert Broad and Mr. C. D. Barnard.

The rest of the day was devoted to the serious business of winning prizes, and, excellent idea, the acquiring of "A" and "B" Certificates. The most startling things we saw were a terrific zoom after take-off by Mr. Reffel of the Surrey Club, which caused our heart to move several inches, and a flight by Mr. Mole. Mr. Reffel climbed his Dagling so steeply that a De Havilland Interceptor would have been outclassed for that first tremendous second. The crowd loved it.

Mr. Mole managed to fly so slowly that he secured the second best duration for the meeting and that despite the fact that conditions were so much worse the second day than the first. When one thinks that Mr. Mole stayed up in a Pruffling for 11 minutes against a South-west wind at Itford two or three weeks ago it seems a pity the crowd should have been deprived of such a demonstration. Anyway this long flight wound so intricately in and out of the valleys that the time-keeper lost sight of the competitor and had to guess his landing.

Late on Sunday night we saw the new Farnham Intermediary being test-flown by Captain Stretton. The London Club had been unable to use this machine in the Competitions as it had no C. of A., so it had perforce to take a back-place. From these test-flights it seemed to have a remarkably flat angle of glide.

There was no Prize Giving, but these have now been awarded.

THE PRIZE LIST.

EVENT 1.—The Silver Cup presented by The Cloucraft Glider Co. was won by Captain Stretton (Surrey) with a flight of 1 min. 40 2/5 sec. on the Dagling (R.F.D. A.T.2).

EVENT 2.—The prize of Five guineas (presented by the R.F.D. Co.) was won by Mr. Matheson (London) with a flight of 4 min. 37 3/5 sec. on a Pruffling. The launching rope presented by Burley Ltd. was won by Mr. Mole (London) with a flight of 2 min. 53 1/5 sec.

EVENT 3.—The Dope presented by Titanine-Emaillite Ltd. was won by the Surrey Gliding Club "A" Team with an aggregate time of 4 min. 34 2/5 sec. on the Dagling. The Cigarette Case presented by Titanine-Emaillite Ltd. was won by Captain Stretton with his flight of 1 min. 40 2/5 sec. The winning team were Captain Stretton, Mr. Reffel and Dr. McGlashan. As the Surrey Club "B" team came second with 3 min. 7 3/5 sec., and Portsmouth "A" and "B" teams were third and fourth, the Surrey Club decided to waive their rights to the second prize presented by Mr. R. J. Coley. This, a barometer, therefore, goes to the Portsmouth "A" team.

EVENT 4.—The Dope presented by Cellon Ltd. was won by the London Club "B" team with an aggregate time of 8 min. 46 sec. on a Pruffling. The Silver Tankard presented by the same firm was won by Mr. Matheson with his flight of 4 min. 37 3/5 sec. The winning team were The Master of Sempill, Messrs. Mole and Matheson. The London "A" team came second with 3 min. 56 sec. A good show was put up by the only two members of the Kent team, who totalled 3 min. 29 3/5 sec. on the B.A.C.III.

EVENT 5.—The Silver Cigarette Box presented by A. E. Skinner and Co., of Bond Street, was won by Mr. Matheson with his flight of 4 min. 37 3/5 sec. The Silver Tankard presented by the British Aircraft Co. was won by Mr. Mole with 2 min. 53 1/5 sec.

THE DAGNALL PRIZE.

As a number of Clubs gained new "A" certificates at Ditchling over the week-end the score for the Dagnall prize of ten pounds is now as follows:—Portsmouth 9, Surrey 7, London 4, Kent 4. Will other Clubs please send in their figures?

WHAT THE PUBLIC THOUGHT.

A member of the public who went to Ditchling on Saturday and Sunday, writing to a friend, made the following observations. As he is a person of standing in the City and not unacquainted with things aeronautical, his remarks are worthy of note:—

I went to Ditchling both on Saturday and Sunday. I thought that the organisation was feeble. Poor car-parking, not enough police (the one selling tickets would have been better employed regulating the traffic), no means for the public to know what was going on.

The space from which the gliders were catapulted off should have been roped round. The crowd were close up to the machines, and if one had swung round, or the rope had not released itself, there would have been ambulance work to be done.

I doubt if more than a few even knew when Kronfeld was making a flight. I should not have known if I had not seen him get into his machine.

THE JABBER LOT.

'Twas brillig and the gliding coves
Did gyre and gimble in the wove.
All flimsy were the bungy roves
And the main spars outgave.

One took his oorpel badge in hand;
Long time THE SAILPLANE car he sought.
He left it dead (or so he said),
Then went away and thought.

And as in uppish mood he stood,
The gliding coves with eyes aflame,
Came pruffling o'er the bulgy Downs
And zogled 'as they came.

"And have we slain the Gliding Meet?
"Come to my arms my beamish boy,
"Oh wash out day! Callooh! Callay!"
He chortled in his joy.

GEOFFREY DORMAN.

We had better explain that our contributor was once a brilliant member of the Staff of THE AEROPLANE and distinguished himself in the 1922 Gliding Meet at Itford. We do not pretend to understand what his verse is all about, but feel it must be a classic. It is so like one.

Neither can we elucidate the last verse; we leave this to those who like puzzles, especially as "Stalky and Co." seems to have become mixed with "Alice Through the Looking Glass."



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A PRIVATE SOARING GROUND FOR SALE.

One or two people are beginning to realise the importance of sites to the Gliding Movement and among these is Mr. Lander, one of the first glider private owners in the country, who has been practising on his Prufing privately for some time. He has discovered that part of Dyer's Hall Farm, lying between the Sundon-Harlington road and the Streathley-Sharpshoe road, covering about 150 acres, together with a few acres of adjoining property, combine to form a remarkably suitable gliding and soaring ground, which provides slopes facing in practically every direction except due South.

One of the advantages of the site which will appeal to everyone who prefers to enjoy his sport undisturbed by a crowd of uninvited spectators is that the spot is very secluded, but at the same time is within reasonably easy reach of London and the various towns to the North, such as Dunstable, St. Albans, Harpenden, Luton and Bedford. Actually it lies about a mile from Harlington railway station, which is served by quite a good train service from St. Pancras. It is just about the same distance from Sundon, to which there are bus services by way of Luton.

The ground, as already mentioned, extends over two adjoining properties whose owners are both very favourably disposed towards the Gliding Movement. It is farmed by three separate tenants, all of whom are also favourably disposed.

At the present moment the farming tenant whose land comprises the greater portion of the ground is anxious to relinquish his tenancy, if he, the farmer, can arrange with the incoming tenant to farm for him such portion of the ground as may be convenient. But the owner does not look with favour on any letting of the gliding rights by the present farming tenant, which might entail an undertaking by the farmer to sow the ground down for grass, because under these circumstances the farmer could claim compensation from the owner.

The owner would prefer to arrange a lease between himself on the one part and the gliding tenant on the other part, with clauses safeguarding the owner against liability for compensation. The rent asked for the ground, which covers 150 acres of the Dyer's Hall Farm, is £100, of which a certain proportion might be recovered by sub-letting those parts of the ground for crops which would not interfere with the gliding amenities. The amount of ground which could probably be profitably cultivated under this scheme would be about 60 acres, for which it might be possible to get £30 to £40 return.

It is not certain exactly how much rent would be asked by the owner of the small piece of adjoining property which it will be necessary to secure to round off the ground. This additional bit of ground, while desirable, would not be absolutely essential to anyone using the ground for gliding. Probably another £10 to £15 per annum would secure this additional piece of ground, which is more or less valueless for farming purposes.

There is, as will be realised from the foregoing, an opportunity to secure at any rate the major portion of this site immediately, and, if it is to be secured, it should be secured without delay, because otherwise the ground is liable to be entirely spoiled for gliding owing to ploughing. For the moment ploughing has been stopped to give Mr. Lander time to try and find enough enthusiasts to join in taking this ground.

Mr. Lander is very keen to acquire this site and is anxious to get in touch with every gliding enthusiast in the neighbourhood of this ground. His idea is to form a group of private owners who would share the site. He is prepared to lend his machine, a Prufing, to any "A" Certificate glider pilot on a basis of effecting his own minor repairs, but major repairs to be executed by skilled labour, the cost to be borne by the man who does the damage.

This to us seems a very sound scheme and one which we shall follow with interest. So many people have objected to Clubs not on the count of cost, but on the count of the difficulty of getting a reasonable amount of gliding.

Mr. Lander's scheme, which appears to require about 20 people with £10 apiece to spend a year, would provide them with a site and machine. As is now generally known, Mr. Lander has developed a car-launching device which obviates the necessity for the laborious job of pulling machines off.

Mr. T. E. Lander, whose address is 114, Baker Street, W.1, looks forward to hearing from people who want a chance of gliding regularly in peace and quiet.

A FILM OF THE DITCHLING MEETING.

A number of people took films at the Ditchling Meeting and at least one of them is prepared to loan the results to Clubs. If any one would like to borrow this film they should write to Mr. J. C. Rice, The Cononley Gliding Club, c/o Rice Caravans Ltd., Riverside Mill, Gargrave, Yorks.

DR. WHITEHEAD REID.

We regret to have to announce the death of Dr. Whitehead Reid, President of the Kent Gliding Club, who died as a result of injuries received when his machine crashed in the grounds of East Sutton Park, near Detling, Kent. His passenger, Miss Irene Burnside, was killed immediately.

Dr. Whitehead Reid had been attending the Meeting at Ditchling and was on his way home. He was a safety first pilot of the best type and his accident can only be attributed to his being overtaken by darkness and bad weather on his way home.

We extend our sympathy to the Kent Club for the severe blow they have received in their loss of a President who identified himself so closely with the activities of his Club.

HERR KRONFELD.

The holiday which Herr Kronfeld has been enjoying as guest of the *British Gliding Association* has now ended and our distinguished guest has returned to Darmstadt. When he came to this office to say "Good-bye" he expressed his deep appreciation of the kindnesses which he has received in this country.

A MEETING IN FRANCE.

A National Fortnight of Motorless Flight was recently organised in France by AVIA, which is a society interested in Motorless Flight. The meeting was held at Sens, and some thirteen clubs sent teams. About 450 flights, or, as the French more accurately describe them, launchings, were made. Apparently 26 "A" licences were granted but only three of these were to *ab initio* glider-pilots.

No details of the machines are available except that the licences were gained on a French version of the Zogling. M. Auger, on a machine known as the *Rapace*, flew for 28 min., during which time the pilot flew about 30 km. (18.6 miles), in a closed circuit, and reached a height of about 100 m. (328 ft.), above his starting point.

AN APOLOGY.

Mr. Yorke Bramble, the Hon. Gen. Sec. of the Southdown Skysailing Club, very much regrets to learn that many Gliding Visitors experienced difficulty in finding the Headquarters of the Club, The New Yorke Hotel Ltd., Bedford Square, Brighton, where he had offered special facilities for the meeting. A large new sign is being erected this week and Mr. Yorke Bramble hopes that the difficulty will not be met with again. He has pleasure in announcing that the same special terms would always be accorded to Gliding Visitors to the Southdown Club and its grounds.

RESULTS OF THE AMERICA SOARING CONTEST.

IN THE SAILPLANE for Oct. 10 was a brief summary of the events in the Soaring Contest which the National Glider Association of the United States have recently organised at Elmira, N.Y. It seems heartening after the meeting at Ditchling to hear what our relatives across the water have been able to do.

Event 1 was for distance. The longest flight of 33 miles was made by Wolf Hirth, who is a famous German Sail-flyer, on a Kegel sailplane. The prize money was open only to Americans, so Mr. A. C. Haller (was he the Haller who was over here?) got first prize for his flight of 21.1 miles on a Kegel sailplane. These distances are measured in a straight line.

Event 2 for duration was won by Mr. A. Hastings with 7 hrs. 43 min. 11 sec. on a Franklin Utility, which is an American intermediate type. This appears to be a new American duration record.

Event 3, which was a circular flight round marks, was cancelled. (Please note B.G.A.)

Event 4 was for the highest altitude over 400 ft. above the starting point, but this has not yet been awarded as the barographs have to be checked. There are four possible winners and one of them is said to have reached 3,000 ft. on a Franklin Utility.

Event 5 was landing on a mark and Event 6 was for the largest number of qualified flights. The latter was won by Wolf Hirth with 23.

As it appears to be the first time, we had better record the transfer of food from one sailplane to another during a duration attempt which took place at the meeting.

BACK NUMBERS OF "THE SAILPLANE."

As we have repeatedly said, back numbers of THE SAILPLANE are no longer available from this office. Mr. W. E. Cox, 1, High Street Cottages, Dorking, Surrey, has numbers 3, 4, 5 and 6 for sale, so those who are interested should get in touch with him.

A POWER-PILOT'S VIEW.

By CY. CALDWELL

(Contributing Editor, "Aero Digest," New York).

[The following article appears at the end of a very useful booklet on the dangers of gliding, which is published by The United States Aviation Underwriters. It is equally applicable to all would-be gliders in this country.—Ed.]

Well folks, I've been asked to write something to tack onto the end of this instructional booklet on glider flying. It won't add much to the value of the booklet, but it can't do any harm. (There's no law forcing anyone to read past this point.) This little after-piece is about like the tail of a Boston terrier—no real value to it, but it sort of finishes off the dog.

When I was asked to write these few words, I declined on the grounds that I didn't know anything about gliders. Then I read the booklet—in manuscript—and came to the conclusion that I, or someone equally lacking in glider experience, would be just the man for the job.

You see, even if you who read this haven't flown gliders you must know nearly as much about it as I do. So I can't high-hat you. It's just a case of one poor innocent writing to another. And it seems to me, after reading this booklet, that all of us who haven't flown gliders—no matter how long we've flown airplanes—are pretty much of innocents at gliding, when all is said and done and the debris is removed.

Which brings me right to the meat of the matter—the debris. Why have debris? It appears, from a thoughtful perusal of this little book, that debris is no really inescapable consequence of your flying a glider. People do go up in the things. They even return to the ground in one complete section, leaving no scattered remnants for sorrowing friends to collect.

The rather surprising and disconcerting fact for airplane pilots to face is that most of the debris of the glider activities has been deposited upon the tough and uncushioned bosom of Mother Earth by experienced airplane pilots, and not by the green and hopeful student who only recently has left the ground.

Now that's a funny situation confronting us big prop and piston experts, isn't it? I know it gave me a sort of a jolt, myself. I've had the impression that if I wanted to fly a glider or do a little soaring that I'd simply step into a glider or a soarer and proceed to do my stuff. I saw no reason why I shouldn't feel that way, for I've been flying powered airplanes for fifteen years and have managed to gather considerable information on how to fly airplanes and still last right up to the long white whisker and rheumatism stage—which isn't so far off, at that.

Among other things I've learned is to treat airplanes and weather with great respect—and once a pilot's learned to do that, I claim he can survive almost indefinitely. But as for treating a glider with respect and approaching it with caution, that's a thing I didn't think was necessary. A glider, to me, used to be a toy in which eager youths rose a few feet into the air, coasted a few yards, and then staggered back to the starting point, carrying the glider on their backs. I admired their herculean strength, and wondered if they'd ever reach the powered plane stage, and let it go at that.

That the glider could help all of aviation did not occur to me until I'd talked about gliders with a good many people in aviation—pilots, manufacturers, school operators, and others. The general consensus is that if the glider movement is intelligently handled, and handled safely, that it will have a far-reaching and helpful effect upon all other phases of aeronautics. It should build up a very large and interested body of boys and men, who in a comparatively short time may create such a demand for the glider and its natural follower, the powered glider or light airplane, that large production and lowered prices may result. If this came about, it would have a most helpful effect upon all aviation activities.

To achieve this, however, the glider movement must be carried on safely, and the ill effects of crash publicity must be avoided. To avoid that publicity it is needful to avoid the crashes. For crashes are still news, and what is news will be published. So let us try to carry out the famous order sent forth by a sea-going admiral commanding a naval air station during the War: "There will be no more crashes on this station."

Which brings us back to the debris I mentioned, and to the airplane pilots who have caused most of it. I've read detailed accounts of those crashes, and I have no hesitation in stating that they were caused by the airplane pilots' failure to treat the glider with the respect and caution it demands. Like myself before light dawned, they apparently thought the glider was a toy, and not an airplane without an engine, which is precisely what it is. And because they knew powered airplanes they evidently came to the mistaken conclusion that they knew motorless airplanes as well.

In addition to an excusable ignorance, some displayed an inexcusable recklessness which resulted in their deaths.

That has been mentioned in this booklet, and also in Bulletin No. 5 issued by the United States Aviation Underwriters, Inc., so I'll not go into it. What I want to point out here is that there really is no necessity for dying in a glider, even if you're an airplane pilot.

A great many airplane pilots have learned to fly gliders without coming apart, so the trick must be possible. I've even made a few glides myself, and damaged neither my carcass nor the glider. But I hasten to add that I haven't been towed by airplanes in an open primary glider, and I haven't tried to loop one, and I haven't tried to soar because I still don't know anything about it—even after fifteen years of flying powered airplanes.

In other words, folks, I'm quite ignorant of gliding and soaring. But I'm not ignorant enough to imagine that I know by a sort of instinct what the glider pilot has learned by long training and experience. Incidentally, I find gliding interesting and amusing. It's good sport. I may do a lot more of it. But when I do, the world will not be startled, and I trust that my name will not appear in the papers. Certainly, it will never appear because of anything wild and startling I have done on purpose. The average grandmother looks absolutely reckless compared to me in a glider. I'm as tame as Old Home Week in Piqua, Ohio. But I'm still alive, that's the point. Nobody admired me or marvelled at my daring—but I'm still here. That's something, isn't it?

You know, the way some pilots have flown gliders, as well as airplanes, you'd actually think they enjoyed dying, wouldn't you? If so, the glider will enable them to gain the maximum pleasure in that direction with minimum expense. That's another thing in favour of gliders—they're comparatively cheap to pass out in.

You take an airplane, now, and try to fly yourself to Glory in it, and it's an expensive business. Besides, pilots going Onward and Upward with the assistance of an airplane frequently have to pause at the Pearly Gates Assembly Department and Repair Shop. The repair bills on partially disassembled spirits is a frequent cause of annoyance to new aeronautical arrivals.

For instance, there was the odd case of the pilot who formerly had been a plumber. When he got up there, after trying to do an outside loop during which the ship tore apart, he found he'd forgotten several personal parts, and had to send back for them. Meanwhile they had checked him in the Damaged and Incomplete Incoming Goods Department, where the angel in charge lost both the check and the original invoice of shipment. When the affair was finally straightened out it was discovered that he'd got by mistake the big toe of a chiropodist who'd tried to cut his own corns. All of this naturally cost time and money.

But by using a glider the airplane pilot may avoid such charges and errors. At least, he hasn't any engine parts in him. He simply knocks at the Gates and is admitted, with no more than a nominal charge for a little horse liniment. Well may the pilot going Up There on a glider laugh merrily at the one going Up by airplane. That airplane bird frequently has to hire two angels at union rates to pick motor parts out of him. And if he's a night-flying pilot who arrives after hours he has to pay time and a-half for overtime.

You know, I sometimes regret that a glider couldn't be trained to sneak up on an airplane pilot and bite him. He might have a little respect for it then, instead of taking ill-advised liberties with it. One minute he's being airplane-towed in it and over-controls himself into a roll, and the next minute he's saying, "Good morning, Pete, which of these angels carries a first-aid kit?"

The funny part of it is that a correctly-designed glider will practically defy you to kill yourself in it. Leave it alone, all controls neutral, and it will glide down and deposit you safely and tamely on earth. But a lot of the boys won't let it get away with any such stuff as that, because they don't get their names in the papers for making a safe landing. I've come to the sad conclusion that the desire for publicity and admiration has killed more pilots than bad weather ever has. That certainly is true of glider flying in the United States this past year.

Well, this booklet is sent to you as a sort of gentle hint that your demise in a glider is not really essential to the further progress of aviation. If you feel that you must leave us, don't leave in a glider, or even in an airplane. Your death will only give the things a worse name than they really deserve. If it's publicity or Eternal Peace you're after, may we suggest the Brooklyn Bridge as a good take-off spot?

Recently I was discussing gliders with a friend of mine, an airplane pilot, who informed me that as a publicity stunt he intended to win the world's looping record in a glider. We were sauntering past Grant's Tomb at the time. "Have you any suggestions?" he asked. "Well," I said, "you might ask General Grant to move over."

CORRESPONDENCE.

Comments on Ditchling.

Sir,—After my return from Ditchling last night I read the leading article in THE SAILPLANE for Oct. 17 and must congratulate you upon it. Had the article been written after the event, instead of before it, it could hardly have been more accurate.

My impression of the week-end was that the whole meeting was most disappointing and was quite the worst affair that I have ever attended.

At any rate some good came from it in the form of a few "A" test flights and in proving, I think quite definitely, that Ditchling is inferior to Itford except as a primary training ground. It was observed that when Mlle. Lippens saw the site and noted the wind direction that she did not think it worth while unpacking the Professor which she had taken the trouble to bring.

I would venture to suggest that the reason why Itford was not available at a reasonable fee was that the farmers objected to crowds. If an undertaking not to encourage crowds had been given, I believe that the Itford site could have been obtained, but possibly the question of gate-money was the deciding factor.

The question of sites is the most serious problem with

which the Movement is faced at the present time and unless suitable land is available at reasonable rents the whole Gliding Movement will fade once more into obscurity.

It would appear that we must keep on the right side of the farmers and landowners, so if crowds are to be allowed, they must be controlled.

(Signed) MARCUS D. MANTON.

[Mr. Manton's name has so much weight among members of the Gliding Movement that comment appears superfluous. We are glad to find him so closely in agreement with THE SAILPLANE over the all important question of sites.—Ed.]

Congratulations from Germany.

Dear Mr. James.—Many thanks for your very kind letter and your sending me copies of THE SAILPLANE. I am sorry my son asked you yesterday quite unnecessarily for your excellent paper.

I congratulate you on your success and hope that your great start of the Gliding Movement will be the first step to an excellent development of English Soaring.

Yours sincerely,

(Signed) OSKAR URSINUS,

Editor of "Flugsport."

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TO ADVERTISERS

Will Advertisers please note that all copy and/or instructions
must be sent to 175 Piccadilly by Wednesday of each week. Other-
wise we cannot guarantee insertion in the forthcoming issue.

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.
- Bucks.—The London Gliding Club. Meeting place, the Inn, at Tottenhoe, at 2.30 p.m. on Saturdays and at noon on Sundays.
- Dorset.—The Dorset Gliding Club, at Weymouth.
- 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, at Freshwater.
- Kent.—Channel Gliding Club. Week-ends above Folkestone, close to Dover road, at the Valiant Sailor.
- Kent.—Kent Gliding Club. Week-ends above Lenham, on the Maidstone—Ashford road.
- Oxon.—Oxford and County Gliding Club. Week-ends at Ibstone, near Stokenchurch.
- Staffs.—The North Staffs Gliding Club. Week-ends at The Cloud, Congleton.
- Surrey.—Surrey Gliding Club. Every week-end, if weather permits, at Lockner Farm, Chilworth, near Guildford. Saturday 3 p.m. to sunset, Sunday 10 a.m. to sunset.
- Sussex.—Sailplane Club of T.M.A.C. Horton Farm, Small-dole, near Steyning.
- 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, from Nov. 1 and every week-end afterwards.
- Worcs.—North Cotswold Gliding Club. Every week-end at Fish Hill, above Broadway Village, from 2.30 p.m. to sunset.

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 best.

THE WILTSHIRE MEETING.

The two days Autumn Meeting which the newly-formed Wiltshire Light Aeroplane and Glider Club held at Cherhill on Oct. 11 and 13 was most successful. Twenty-one glides were made; the last was by Mr. Lowe Wyld on the B.A.C.III with which he accomplished a duration of 94 secs.

The site had been very kindly lent by Mr. Carr, of Winscombe, near Weston-super-Mare, and the Club is very anxious to express their appreciation of his kindness.

Very excellent glides were made on Oct. 11 by Mr. Penrose and Captain Hill of the Dorset Club. This Club had responded nobly, and in force, with their glider at a few hours' notice.

Mr. and Mrs. Penrose flew up from Yeovil in the morning, tested the hills by flights over them, made a ground inspection on foot and finally pronounced them to be excellent for the demonstration.

The Chairman of the Dorset Club, his wife and many other members of that Club conveyed the Dorset Club's glider to Cherhill towing it behind Mr. Wright's car. Other members and guests arrived by road with Captain Hill.

A number of machines on their way back from Cardington flew over the site and perhaps the most impressive picture of all was provided by No. 3 (Fighter) Squadron from Upavon, when nine Bristol Bulldogs from this squadron flew over in formation.

Mr. R. R. Bentley, who is the first private owner to join the Club, made the first flight on the Club's new glider on Oct. 13. Altogether he made some five flights and found the experience exhilarating, fascinating, and most entertaining.

Mr. Lowe Wyld arrived in the afternoon with his B.A.C.II and III, which are the primary and intermediate type machines with interchangeable wings and tail unit. His energy and enterprise in towing

these machines to and from Maidstone to give a demonstration in Wiltshire was much appreciated. There is no doubt that Mr. Lowe Wyld is becoming the most effective protagonist of the Gliding Movement. His machines are in use, and have been demonstrated by him, all over the country.

The honour of providing the launching team was entrusted to the G.W.R. Swindon Gymnastic Society and right royally did they do their work, thereby displaying to the greatest advantage the splendid physical prowess which has been cultivated by years of training at the Church Place Drill Hall. An ambulance squad was organised on both days by Mr. Bretch, who is Secretary of the G.W.R. Swindon Branch of the St. John's Ambulance Association.

Stewards were provided by the G.W.R. Motor Club, by the Wilts Motor Club and other organisations so that the members of the Wilts Light Aeroplane and Glider Club were able to receive and entertain the numerous visitors and guests who came from Manchester, London, Folkestone, from places in Dorset and even in Devon.

People who are interested in the Wiltshire Club should get into touch with Mr. C. T. Cuss, Church Place, Swindon, Wilts.

THE BEDFORD GLIDING AND FLYING CLUB.

Since our last article some very interesting experiments have been carried out with a "Slip-undercarriage" designed by our engineers to reduce ground friction and ensure a good take-off. The undercarriage consists of a strong but light wood frame with a channel to take the skid of the glider, the whole being supported by four 12-in. strong pattern pram wheels with extra wide rubber tyres. The experiments were highly successful as the machine rapidly gained speed and "lift," when the undercarriage immediately dropped away.

It was particularly noticeable that with the undercarriage in use the rope seemed to have much more elasticity and the pulling-off party did not reach that stage when the rope becomes "dead." It is interesting to note the comments of our pupils who mentioned that with the undercarriage in operation they seemed to leave the ground quietly, without fuss, and they did not feel that dragging along with its seconds of anxious anxiety, which all beginners know too well.

Our engineers feel, however, that a two-wheel undercarriage with pneumatic tyres and ball bearings and a light spring steel skid behind the undercarriage will be more satisfactory, and when we have had an opportunity of completing and trying this the results will be fully reported on. We confidently recommend our "pram" to all other Clubs, especially when a big rope party is not available and wind is "breathing" strength.

During the week-end some excellent and very pretty glides were done, as most of our members, having now passed the ground stage, were permitted to go from the hill top. The behaviour of our R.F.D. glider was everything to be desired, and all pupils showed confidence and faith in their judgment. Some 50 glides were carried out, and the only dangerous moment was when a large black bull found us out and showed unwelcome interest, which we were glad to terminate.

A noisy but cheery supper party in the Hangar on Sunday evening brought to an end a very pleasant week-end. We were very pleased to have some visitors from Cambridge, and would again mention how pleased we are at all times to see visitors.

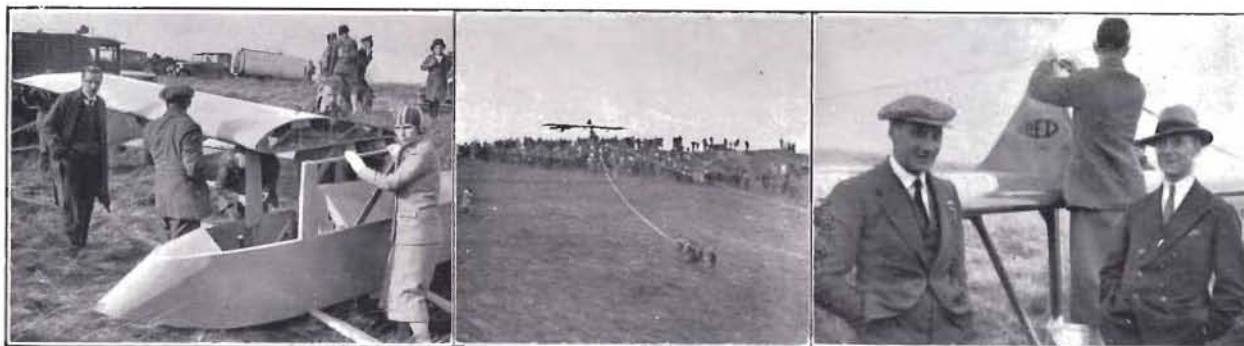
THE LEEDS GLIDING CLUB.

The Leeds Gliding Club is making good progress, and has secured a site, which is near the city. A machine has been purchased and will be delivered very shortly.

Mr. A. G. Wilson and the Hon. Sec. visited the Leicester and Rugby people on Oct. 19; we were very interested in the Rugby Club's Lowe Wyld machine. Messrs. Hull and Jervis very kindly demonstrated their Reynard craft and Mr. Wilson, Hon. Instructor to the Leeds Club, made a very nice flight on the same and was pleased with the way it handled. The Leeds Club must thank the Leicester and Rugby people for their hospitality and can only say, that should they, or any other Club, care to venture North in the near future, they will be very welcome to Leeds.

On Oct. 15 we all visited The Aircraft Club, Harrogate, and our members were surprised when they saw what expert work was going on in the workshop. The Dickson Glider that the H.A.C. has built is really a "class job" and is a credit to them. Mr. Addyman gave us a short talk, which was greatly appreciated.

The Club is growing rapidly and I hope our next report will contain a little flying news.



AT DITCHLING.—Mlle. Lippens helping with the assembly of the Farnham Intermediary. Mr. Walter Davies of the North Kent Club looking on. The middle picture shows how close the crowd got to the launches on Sunday. Right, Mr. Dagnall and Mr. Williams in front of the Dagling.

THE BRADFORD GLIDING CLUB.

The above Club held two Flying Meetings on Saturday and Sunday last, at Apperley Bridge, near Bradford, when about 70 preliminary hops were made. The Club has adopted the policy of gradual training, each member having two attempts in succession, these being practically slides, and if the pupil can balance the machine correctly he is launched about four feet into the air on his next two efforts, the Chief Marshal setting the controls before each flight.

This policy appears to annoy the spectators, who turn up in hundreds, but as the glider has suffered no heavy damages, it appears to be proceeding on the correct lines. The Club is fortunate in having as Chief Marshal Mr. H. Jones, who was on active service during the War as Flying Officer and Pilot Instructor, and also Mr. A. M. Verity, who is still on the active flying list of the R.A.F. reserve. One of the lady members of the Club, Miss R. Barnes, made her first flight on Saturday, and made two very good attempts.

The Club has opened a Constructional Section, and members are to commence the building of a pair of wings, under the very able tuition of Mr. H. Sutton, at whose workshop the Club glider was constructed. The subscription for the Constructional Section only is Half-a-guinea.

Flying members pay One Guinea entrance fee and One Guinea subscription; these fees cover membership of all sections of the Club. Anyone desiring information please write to Mr. S. Young, 17, Roslyn Place, Great Horton, Bradford.

THE ISLE OF WIGHT GLIDING CLUB.

The second of a series of informal meetings arranged by the Club was held at Somerton Aerodrome, under ideal weather conditions, on Oct. 19. Despite the fact that a meeting had been held at this place the previous Sunday a large crowd was again in attendance, and several new members were enrolled. Gliding commenced at 12.30, when, as usual, the first flights were made by the Club instructor, Capt. F. W. Merriam.

These were followed by three flights by Mr. L. J. H. Richards, who caused a "thrill" by making a decidedly banked left-hand turn. The spectacle of one of the ground crew running "full out" closely pursued by the glider was extremely humorous to those who witnessed it. During the afternoon the number of spectators greatly increased and despite the efforts of members to keep a sufficiently wide space cleared the onlookers would insist on surging forward. This led to an accident that very easily might have had serious results.

A glide was being made by Mr. F. E. Peltham, when the machine suddenly swung round towards the crowd. Fortunately the pilot managed to put the glider on to the ground before he reached the line of spectators and no one was hurt. One gentleman was knocked over, and the leading edge of the port wing slightly damaged, though not sufficiently to prevent further gliding. After this the crowd developed a little more sense and kept back at a respectable distance.

Altogether some sixty flights were made during the course of the day and instruction continued until dusk. There are now quite a number of members ready to make flights from a gentle slope, and it is anticipated that one or two "A" tickets will be applied for shortly.

Owing to our equipment being other than R.F.D. we are unable to compete for the Dagnall prize. What about a similar prize from the B.A.C. Or, better still, what about a prize offered by some sportsman for a competition that would raise the general standard of gliding, irrespective of what type of training machine is used?

As only two struts had been completed, it was not possible to carry out tests with all-metal struts as mentioned in the Club report last week. It is hoped to carry out these tests next Sunday, when we will send THE SAILPLANE full details of the results.

THE RUGBY DISTRICT GLIDING CLUB.

The above Club had a very successful meeting on Oct. 11, when a number of the members satisfactorily performed short glides of 100 to 150 yards, with flights from 10 to 25 feet high. The following day being really too gusty for preliminary training no flights should have been made, but unfortunately, the secretary was prevailed upon to try the atmosphere and a gust of wind caught the machine and turned it over on its back. This crashed two struts and the rest of the day was spent in repairs.

On Oct. 18 repairs were finished, but the weather was unsuitable for gliding. On Oct. 19 a goodly muster of members turned up and were kept amused the best part of the day by power planes from the Leicester Aero Club, who visited us with two Gipsy-Moths and a Puss-Moth, and gave us an excellent little exhibition of their skill in the air.

Soon after they had left another Puss-Moth appeared in the sky and landed on the 'drome, having come from Paris in 2 hr. 33 min. The pilot had brought Major Hesiltine as passenger. The pilot immediately took off again and went to Slough. By this time the wind had now settled down and five or six successful glides were made and then the Leicester Gliding Club turned up with a glider. All hands were immediately turned to rig their machine as the light was failing. However, the rigging was satisfactorily accomplished and they made several glides before the light failure caused complete cessation of operations.

THE KENT GLIDING CLUB.

On Oct. 18 and 19 the Kent Gliding Club attended the Gliding Meeting organised by The British Gliding Association at Ditchling Beacon, Sussex. Unfortunately it was found impossible to repair

the damaged wing of their new machine in time for this meeting. This machine was badly smashed by the collapse of the hangar during a gale a short time ago. Accordingly the original old machine was taken, and did excellent service.

Many Club members made really good glides and Glider Pilots' "A" Certificates were won by Dr. E. D. Whitehead Reid (President of the Club), Flt. Lt. Graham Nicholls, Mr. T. Weeks and Mr. H. E. Wood. Mr. Lowe Wylde and Flt. Lt. Crawford both made fine flights in the former's Secondary Soaring machine. Herr Kronfeld, the celebrated German Sailplane pilot, also flew this machine with his usual skill and stated his approval of the design. This machine is the only Secondary machine of all British design and manufacture.

It is with deep regret that the Kent Gliding Club learns of the death of their President, Dr. Whitehead Reid, who crashed in his Widgeon at East Sutton on Oct. 19 on his way home from the Gliding Meeting at which he had gained his "A" Certificate so short a while back.

THE CHANNEL GLIDING CLUB.

On Oct. 11 a visit was paid to the Channel Club by Mr. C. H. Latimer Needham, whose sailplane, the *Albatross*, was flown by Mr. Buxton from the Club's sailplane site; Mr. Buxton expressed himself delighted with his flight and with the site.

Oct. 12 was devoted to ground instruction on the new ground adjoining the Hawkinge Aerodrome and much valuable work was accomplished. Sq. Ldr. Probyn, C.O. 25th Sqdn., R.A.F., Hawkinge, paid a visit and after being "flipped off" three times, assisted to catapult other members of the Club.

On Monday, Mlle. Susi Lippens, who has been staying at Folkestone with her Professor sailplane, was launched by a crew supplied by the Channel Gliding Club and succeeded in making a 30-minute flight, which constitutes a world record for a woman.

THE BRISTOL AND DISTRICT GLIDER CLUB.

At the first public meeting of the Bristol and District Glider Club it was stated that Lord Apsley had become president of the Club, and Mr. Ronald Wills a vice-president. The speakers were:—Mr. Nutting, the chairman (*pro tem.*), Mr. McLoughlin, the Hon. Sec., Mr. Sykes, O.B.E., and Mr. Norman Edgar. The attendance was more than satisfactory, and it was hoped that the Club would be able to start operations within a month. The Club hopes shortly to be able to arrange for a demonstration in soaring flight.

A USEFUL GADGET.

Observant readers of THE SAILPLANE have queried the purpose of a small lever which is observable on the control-stick of the R.F.D. A.T.I. machine of the North Cotswold Club. A picture of this machine was published in THE SAILPLANE for Oct. 3.

We learn from Mr. Horace Wright, the instructor of the Club, that this is an ordinary Bowden Control Lever as fitted to cycle-brakes. This lever operates a trip lever or release-hook at the rear of the skid. For launching advanced pupils a loop of a wire rope which has been firmly picketed to the ground at its other end is held by the trip-lever.

When the pilot is ready, instead of saying "release," he pulls the lever and releases the glider. This method is found a great advantage as it dispenses with the large number of people who are needed to hold back a glider when there is a large launching crew.

The Surrey Club have a similar device, but it is worked by a small boy. The release gear is part of the picketing arrangement and a long bamboo rod from the tail of the machine is fastened to it. The rod is used, as a wire trailing in the air might get twisted up in the controls.

Such details as these, we feel to be of general interest, and we shall be pleased to publish details about such gadgets, together with sketches, if the inventors like to send them along.

FORTHCOMING DATES.

AN IMPORTANT MEETING IN THE NORTH.

On Oct. 25, at 3 p.m., the Association of Northern Gliding Clubs are holding a meeting at the Hotel Metropole at Leeds. A representative of the British Gliding Association has accepted an invitation to be present.

THE OPENING MEETING OF THE NORTH KENT CLUB.

On Nov. 1 the North Kent Gliding Club are to hold their first meeting. This will be at Joyce Green Aerodrome, Dartford, Kent. Proceedings are advertised to start at noon. There will be gliding and stunt flying. Joy-rides will be given by Surrey Flying Services.

Full particulars from Mr. Walter Davies, Warren House, Bexley Heath, Kent.