

THE SAILPLANE

& GLIDER

(Founded in September, 1930, by THURSTAN JAMES).

The only Journal in the World devoted solely to Motorless Flight.

OFFICIAL ORGAN OF THE BRITISH GLIDING ASSOCIATION.

Editor: ALAN E. SLATER.

Editorial Offices: 43, CHANCERY LANE, W.C. 2.

Telephone: HOLBORN 0309.

Subscription Rates [Post Free]: Annual 10s. 0d.; Half-Yearly, 5s. 6d.; Single Copies 1s.

Vol. 4. No. 18.

November 1933.

Published Monthly Price 1s

PRINCIPAL CONTENTS

	PAGE		PAGE
You All Know Him	208	The Hornberg Gliding School: <i>A Pupil</i>	214
"Sutton Bank": <i>Skywriter</i>	208	Correspondence	216
The Sutton Bank Meeting	209	News from the Clubs	219
7 hours 22 minutes in the "Dorsling" <i>J. Laver</i>	212	Official Notices	220

STORMY WEATHER.



T. C. Weekes flying the Kent Gliding Club's "B.A.C.1," which has now been converted into a Secondary training machine.

PLEASE NOTE.

The address of the British Gliding Association is 19, Berkeley Street, London, W.1.

The address of "The Sailplane" publishing office is 43, Chancery Lane, London, W.C.2.

The Editor does not live at either of these addresses, but letters sent to the publishing office are forwarded. Orders for copies of THE SAILPLANE AND GLIDER should be addressed to the publishers, and communications re advertisements to the Advertisement Manager, at the publishing office. If such letters are addressed to the Editor much delay may be caused.

HOW TO GET "THE SAILPLANE" FREE.

In future, till further notice, membership of the British Gliding Association will entitle the member to a free copy of each issue of THE SAILPLANE AND GLIDER. In other words, the annual subscription to the B.G.A. will be inclusive of a year's subscription to the paper.

THE MASTER OF SEMPILL INJURED.

We regret to hear that Col. the Master of Sempill, President and Chairman of the British Gliding Association, met with a serious accident in Chicago on October 27th, while riding in an experimental three-wheeled car. The car was being driven at high speed along the Lake Shore Drive when it suddenly turned over. The driver and inventor of the car, Mr. F. C. Turner, of Pittsburg, was fatally injured. The Master of Sempill sustained a fractured skull, but the latest news is that he appears on the way to a satisfactory recovery. He had travelled to America on the airship GRAF ZEPPELIN, which on this occasion was making a round trip to South and North America, instead of the usual out-and-return flight across the South Atlantic.



The Master of Sempill at the Sutton Bank meeting. Also in foreground (L. to R.): P. A. Wills, G. M. Buxton (his back) and Capt. Latimer Needham (Chief Control Marshal).

(Photo by E. G. Smettem.)

THE BRITISH ALTITUDE RECORD.

In the printed programme of the Sutton Bank meeting a selection of British gliding records, past and present, was given, but by some error all except one were classed as "unofficial." The official altitude record of 1750 feet is held by G. E. Collins. This was grouped with two unofficial records of much greater height, and the whole lot classed as "unofficial," which is hardly fair to Mr. Collins, since he has several times exceeded this height unofficially, his best recorded being 2,450 feet in the KASSEL 20 on August 19th last at Dunstable. On that day J. P. Dewsbery took the CRESTED WREN up to 3,000 feet, which stands as the present British unofficial record. (For an official record a barograph has to be carried; in an unofficial record, the pilot's word is taken as to his altimeter reading.)

We published in our last issue a report that an Ulster Club pilot, P. H. Baster, had exceeded the official altitude record by 70 feet; this was taken from a newspaper, just as we went to press. But we have since learned that no barograph was carried on this flight, which was made in the club's KASSEL 20; moreover, the club secretary wrote to the paper in question pointing out that 600 feet must be subtracted from the heights given, to allow for the auto-towed launch.

THE LOOPING RECORD.

In our last issue we published a report of the performance by Jack O'Meara, of New York, of 43 consecutive loops in a glider. These were made in the glider SKYTOP after an aero-tow to 6,700 feet from the Barrett Airport.

The previous record holder was Russell Holderman, manager of the D. W. Airport, Leroy (U.S.A.), who looped 35 times after a tow to 6,500 feet. He had previously done 37 loops, but without being officially observed. He is stated to have beaten a previous record of 17 loops, set up at Chicago in July this year.

During October Jack O'Meara increased his record to 46, of which 6 were made between 1,000 and 500 feet up, over Roosevelt Field, New York.

A week later he lost his title, for, at a looping competition at Akron, Ohio, Willis Sperry, of that town, did 68 consecutive loops, while the runner-up followed him closely with 63 loops. Both gliders had been aero-towed to 10,000 feet.

This is, apparently, the official record in the Capitalist world; but we must not forget Russia. Last year, at the gliding meeting in the Crimea, the pilot Stepanchenok was reported to have done 29 consecutive loops. At this year's Crimean meeting, which took place in August and September, he is said to have done 184 loops, 13 spins and several other stunts in the course of a single flight.

It may be remembered that, almost two years ago, what was claimed to be the first loop ever done in a glider was performed in England by C. J. Longmore in a B.A.C. machine. In Germany, the lady pilot, Hanna Reitch, as recorded elsewhere in this issue, has performed 15 consecutive loops while soaring at the Hornberg School in a GRUNAU BABY.

KRONFELD'S NARROW ESCAPE.

At a sports meeting of the National Front at Laxenburg, near Vienna, on October 2nd, Robert Kronfeld was flying a sailplane at 3,000 feet when "the steering apparatus broke" (according to a press report) and he "fell" 3,000 feet into the lake "at terrific speed." He escaped with only bruises. The Chancellor, Dr. Dollfuss, was present.

YOU ALL KNOW HIM

I expected to meet him at Sutton Bank on the Saturday, but he didn't turn up. On the Sunday, when the air was thick with machines, I felt sure he would meet me as soon as I landed; but nothing doing. What had happened to the fellow, I wondered?

Often after a spell of solitary soaring over the dreary desolation at Ingleby Greenhow, he would appear as from nowhere, with a look of intense interest on his face. Yet here at Sutton Bank we had a dozen machines all doing good work; surely he could not resist such a display!

When all flying had finished for the day, I started to take out the safety pins ready for packing up; and then a figure came hurrying towards me—the same old look in his eyes, full of eagerness. "Excuse me" he said, "but why not put a little engine in it, just to—"

He had come at last!!

F. N. S.

SATTON BUNK.

Once upon a time there was a place called Geneva.

In Geneva was a Conference.

At the Conference were heated arguments.

These formed currents of hot air.

In these currents soared a glider.

In the glider sat a man.

On his knee lay a map.

On the map was a place called Geneva.

In Geneva was a Conference.

At the Conference were heated arguments.

These formed currents of hot air.

In these currents soared a glider.

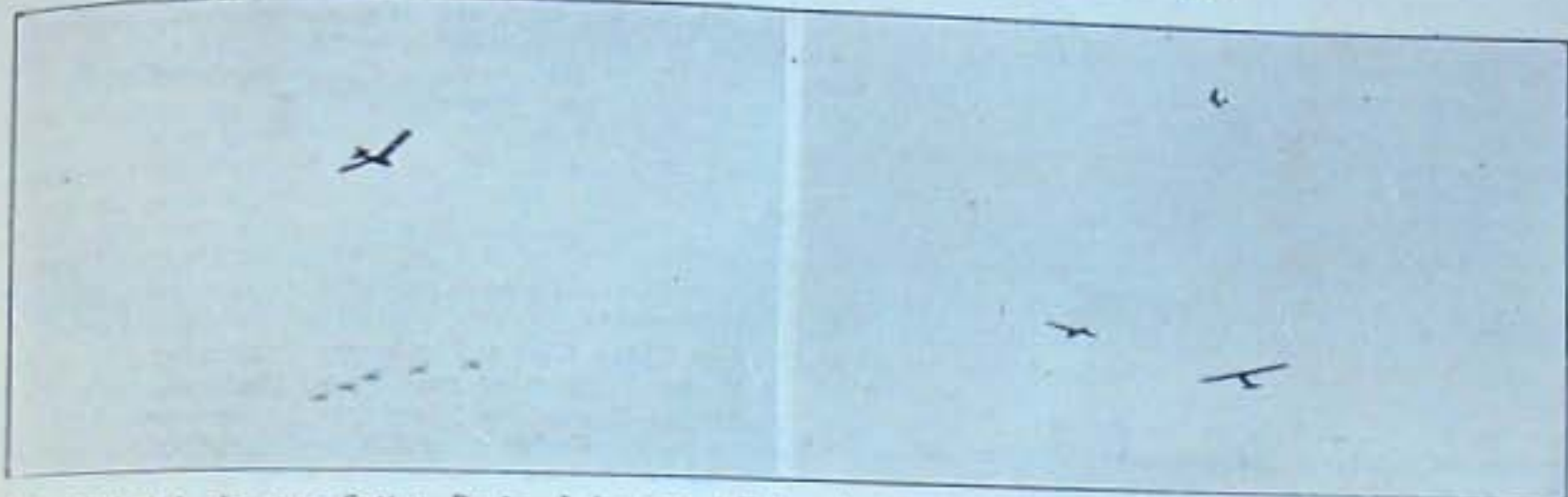
In the glider sat a man.

On his knee lay a map.

On the map was—"Hi, wake up, we don't want the trailer in the ditch!"

SKYWRITER.

THE SUTTON BANK MEETING



The congested air over Sutton Bank. Left: one "Falcon" (which could keep up without an engine) and five "Wapitis" (which couldn't). Right: two "Prüflings" and a "Falcon."

The meeting held at Sutton Bank, near Thirsk, Yorkshire, on October 7th and 8th, is without doubt, and by general agreement, the most successful gliding and soaring meeting so far held in this country.

Saturday, the 7th, was unpromising enough. For over a week the British Isles had been in the grip of anti-cyclonic weather, and there seemed no prospect of a change. The day was misty, with light airs from the East drifting across the flat top of Sutton Bank. A good number of machines had turned up, and with some of them the opportunity was taken to practise ground-hops, the Manchester Club's PRÜFLING being first in the air. The Bradford Club's nacelled DICKSON (with "Yorkshire" on one wing and "Observer" on the other) and C. E. Hardwick's FALCON II were specially active.

By the end of the day 12 out of the 15 machines entered had turned up. The arrival which roused most interest (since they have become almost mythological people whom we read about but never see) was that of the Ulster Club's team with its new SCUD II. It had been shipped across the Irish Sea on the 5th, but passed that night inaccessible shut up in Liverpool Docks (the SCUD, not the team), instead of getting well started on the long trail to Yorkshire as had been intended. The longest journey to the meeting was, however, claimed to be that of the DORSLING from Weymouth, which left home on the Wednesday.

During Saturday afternoon a light breeze started moving up the south slope—almost enough for a chance of soaring—and the London SCUD, owned by G. M. Buxton and P. A. Wills, was rigged ready for a flight; but the wind died down again.

As soon as darkness came on, it began to rain. Little did everyone realise what a good sign this was, for it meant the arrival of a depression which was to leave a fine soaring wind in its wake on the morrow. This curious and quite unexpected depression did not come in from the Atlantic at all, as might have been imagined, but had its origin in the deepening of a shallow area of low pressure off Spain which, after hanging about there for a week or so, suddenly shot off towards England.

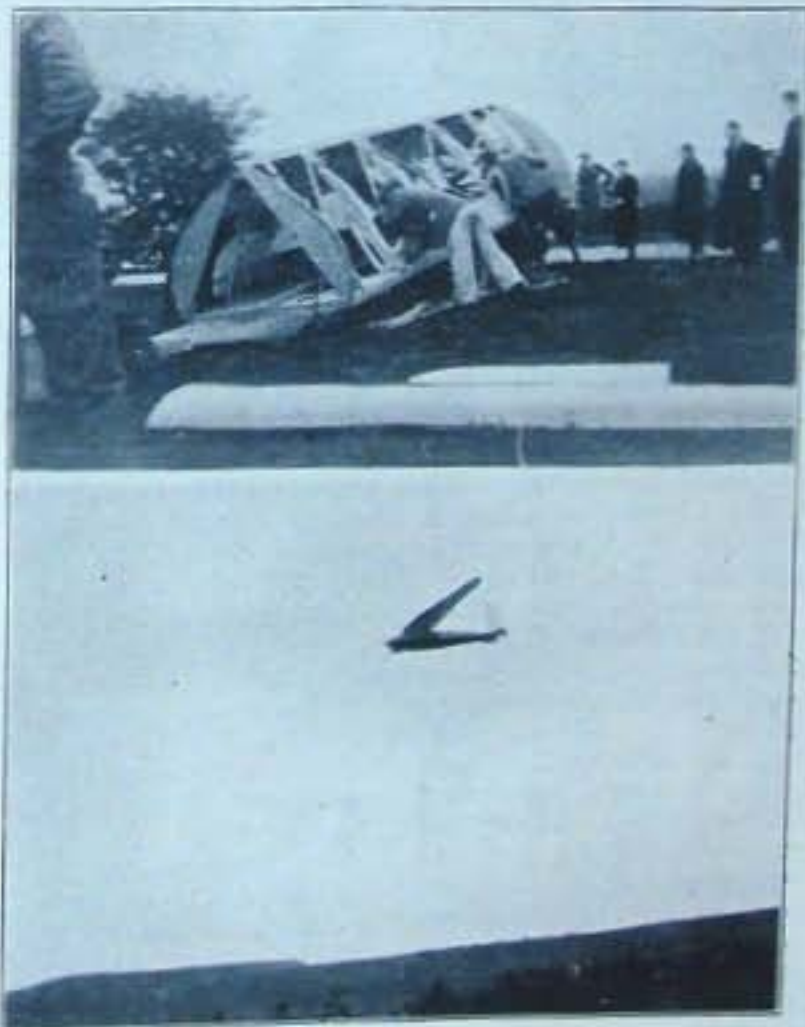
Throughout the night Sutton Bank lay in the stagnant air of the "warm sector," and on Sunday morning the place was covered in thick fog. But at 10.15 a south-west breeze came along and pushed the clouds up out of the valley; Mr. Smettem secured a photograph of the last "straggling festoons" rushing up to give place to what was evidently the advancing "cold front."

Sunday's Flights.

The Ulster SCUD was first in the air, shortly before 11 a.m.; the Bradford HOL'S DER TRÜFFEL next (in spite of the list of flights given below), and one after another went up until the air was thick with machines. Mr. Baynes, the designer of the SCUD II, had been none too well for the past day or two, but on approaching Sutton

Bank he suddenly, for the first time in his life, caught sight of two SCUDs soaring together, and forgot his symptoms for the day. The air remained congested throughout the day, and, though the list below only accounts for six machines being up at a time, a few flights must have gone unrecorded officially, since several witnesses speak to having seen eight in the air at once. Anyhow, it was a fine sight, and very satisfying to those who have seen a sky full of sailplanes at the Wasserkuppe and have been trying for years to imagine what such a scene would look like in England. Now they know.

The sky was fairly full of clouds, mostly large but hazy cumulus, and one of the prettiest sights in the morning was that of two FALCONS circling under the same cloud, going up into it, and coming out (and that soon) at opposite ends. At the cloud base the altimeters of the two pilots (Collins and Dewsbery) read 900 and 1,100 feet respectively, though they were actually at the same



Above: the Ulster contingent unpacking their "Scud" on arrival. Below: H. C. Wynne starting for a flight in it the next day.

height. Collins found that in the FALCON II he could go on circling in the cloud as if in clear air.

The Bradford Club's fleet impressed everyone with its smart turn-out. In addition to these officially recorded, smart flights were made by C. Hastwell, H. Hobbisworth, A. Cox and N. Sharpe. A. M. Verity captained the team.

The Club's PROFESSOR (once Miss Lippens's) was generously lent to three others before Sharpe finally flew it down to a field below at the end of the day. E. L. Mole was first to fly it; but was unable to gain much height, owing, it is suggested by one observer, to his keeping near the lip of the ridge, where there was less lift than further out. Later, it was lent to P. A. Wills, who won the out-and-home competition on it with a flight of 5½ miles each way. A B.G.A. observer had been posted near Kirby Knowle for this competition. The southern end of the beat was the White Horse (measuring 314 ft. by 228 ft., and cut in the hill-side 75 years ago, according to the local press, to the order of one Thos. Taylor, of Kilburn).

Other flights in this competition were two in the SCUD II, piloted by Huxton (5½ miles each way) and Wills (5¼ miles) respectively. G. E. Collins, who put the PROFESSOR through its paces in the afternoon, also flew the course, but unfortunately the flight was not officially observed.



Above: J. P. Dewsbury giving an impromptu lecture on gliding to students of Ampleforth College with "Dixon's" wing as rostrum. Below: Dr. McGlashan fitting the "conservatory" over G. A. Little in the "Tern."

(Photos by E. G. Smetten.)

The SCUD II won the altitude prize, making in fact the three best altitudes of the meeting, as officially recorded by barograph. These were achieved by Wills (1,000 ft.), Huxton (900 ft.), and again Wills (800 ft.). On it also Huxton won the prize for the longest flight of the meeting (2 hrs. 39 mins.).

This was the London SCUD, which has a slight dihedral angle. The Ulster SCUD differs from it in having no dihedral angle, and the two could thus be distinguished in the air. The latter machine was flown again by H. C. Wynne, who had been first to get into the air in the morning. On the second flight he lost height in eddies from a hill in front, and had to land down below.

The TYXN was in the air early, Dr. McGlashan being first to fly it. Like some of the other machines, it lost height just after the take-off, as the wind was somewhat variable in direction and would sometimes blow almost parallel to the crest at the starting point. In such cases the pilot would scoot off down-wind and make for the northern end of the horseshoe, where he would seem to the thrilled spectators to be about to dash his brains out

against the cliffs, they of course being mostly unaware that every machine is fitted with a rubber.

After being flown again, by Relfell, the TYXN had a long rest before Little took it off on a distance flight. It is, by the way, the first and only sailplane in this country with a covered-in cockpit. The covering, which was only finished recently, is transparent all over, and is known as "the conservatory." On returning to it after an unguarded interval, the team found therein a flourishing bracken plant which had brazenly grown a tomato on its fronds. However, the culprits were known, and the Bradford team returned to their PROFESSOR to find moss growing on its seat. Still, the Lippens PROFESSOR has been something of a rolling stone, even if it betrays the proverb.

The Ilkley Club's HOL'S DEK TERRY was flown twice each by B. Hartley and H. S. Crabtree, under whose direction it was built, entirely by club members, some time back. Crabtree, on his final flight, stayed up 2 hrs. 20½ mins. and so came within 9 minutes of winning the duration prize. He was the last pilot to land at the end of the day.

Three PROWLINGs turned up. Two, of normal design, belonged to the Manchester Club and the York private owners' group respectively. On the former, B. A. G. Meads and F. C. Coleman each did a soaring flight and obtained his "C" ticket. We believe this is the first time, in spite of its age, that this machine has been soared—i.e., used for the purpose for which it was intended; once a possible soaring ground was found by the Club, but nearly all of its career has been spent in being auto-towed across its home aerodrome. It is to be hoped that, now the Club's pilots have tasted soarable air, they will be dissatisfied with anything less elevating.

The York PROWLING was soared by Smith and Slater (A. L.) for about 40 minutes each.

The DORSLING (Dorset's modified PROWLING) did not arrive till mid-day, having had engine trouble with the towing car *en route*. J. Laver had brought it with the express intention of trying a duration flight, and he got into the air as soon as he could. After nearly half-an-hour's cruising he dropped during a comparative lull to only 150 ft. above the top, when, seeing a SCUD at about 500 ft. over the White Horse, he went round Roalston Scar to try his luck there. But the DORSLING sank below the hill-top and had to make a landing near Kilburn. No one had seen this happen, and for a long time the Dorset team imagined their pilot was off in the other direction on a cross-country flight, until another machine spotted the DORSLING from the air. It was too late then for another attempt.

The two FALCONs put in four flights each. F. Slingsby flew his twice for a total of over 2½ hours, and for the self-confessed purpose of enjoying himself. He also lent it to Dewsbury and to Nicholson, the latter being in good form—in fact, the Man had recovered sooner than the Machine, for the WILLOW WREN, though entered for the meeting, had not yet got over its little *contrefemps* with Dunstable Downs.

On his FALCON II, C. E. Hardwick obtained his "C" with a flight of 42 minutes. He explored the lifting area with the help of his variometer, and found the best lift some 300 or 400 yards in front of the ridge, thus confirming his theory that the greatest lift is got where the air is caused to rise, not over the actual solid hill, but over a "hill" of relatively stagnant air in front of it. In order to make this flight, he had first to get his machine back from Dewsbury, who was up in it and had to be called down by the loud-speaker on the broadcasting van.

This loud-speaker came in useful not only for calling to the pilots (who could hear it easily a long way up) but for telling the public all about it and ordering them off the landing ground (the latter being continuously necessary throughout the day). The Master of Scrimm, who presided over this department and did most of the talking, worked strenuously at the job and deserved everybody's gratitude.

All we objected to was the broadcasting of music and (worse) comedians' "turns" in the intervals, who wants



The Ilkley Club's "Hols der Teufel" at Sutton Bank. Left: B. Hartley starting on a flight. Right: H. S. Crabtree soaring; showing Gormire Lake in the distance. (Photos sent by "Segelflieger.")

them out in the open country? And does not soaring flight boast of its freedom from noise?

Cross-Country Work.

We now come to the distance flights. These were left till late in the day, so that the machines could try for the other prizes first.

G. A. Little was first out of sight, flying the TERN. (Incidentally he likes the "conservatory," and finds it makes flying very much more comfortable; a gentle hum is sufficient to indicate how the air speed is going.) After travelling northwards for about 4 miles and gradually gaining height, he found he was beginning to lose it again, probably owing to the lie of the land to windward. He therefore decided to fly away down wind in the hope of reaching a better ridge. The TERN was heading straight for the hill marked 1048 (High Banniscue) which rises to a knife-edge running N. and S. On approaching it the machine was thrown about violently, and as soaring over its windward face seemed impossible, Little carried on over the top of it. A little

way beyond, there was a north-and-south ridge which, if the pilot had been able to reach it, might have taken him all or most of the way to Ingleby Greenhow. But the valley just before it seemed full of trees and impossible for an emergency landing. So he decided not to risk it, and landed high up under the lee of the aforesaid knife-edge.

The next attempt was by D. MacClement. He had been lent the FALCON II to go up for a fly, when, much to the owner's surprise, and more (he had wanted to leave early so as to get home that night), the pilot was seen to disappear far away to the North. He got as far as Osmotherley. Here, believing the wind had backed, he expected to get lift over the south-east side of the next spur, but lost height there and damaged the machine against a tree in landing.

Wills in the SCUD followed shortly after. His policy was to cut across the various spurs jutting out westwards. He went at first due north, by the Reservoir, then crossed over to Kewick Moor and soared to windward of White-stone Scar and Black Hambleton. The next spur, however, could not be crossed at its root; he had to work windwards towards Over Silton, gain height in a small "bowl" he found there, race down-wind along Thimbleby Bank and pick up height again by Osmotherley. Flying past Arncliffe Wood he was below the top of the hill, and then, on rounding the northern end, he got into a down-current and had to land at Swainby.

Wills's distance was 12.7 miles; MacClement's 10.8 miles. Little's is officially given as 4.8 miles, but we make it 6 miles on the map, as the crow flies (it was more like 9 as the TERN flew). Incidentally the TERN landed at 3.30, and was not packed on its trailer until 11 o'clock!

List of Flights on Sunday, October 8th.

Pilot.	Machine.	Start	Duration.
Wynne	Ulster Scud	10.58 a.m.	54 mins.
Wills	London Scud	11.5	1 hr. 35 mins.
Stedman	Bradford Hol's	11.7	31 mins.
McGlashan	Tern	11.15	24 mins.
Dewsbury	Falcon	11.20	44 mins.
Collins	Falcon II.	11.35	1 hr. 2½ mins.
Mole	Professor	12.1 p.m.	36 mins.
Slingsby	Falcon	12.20	1 hr. 3 mins.
Hartley	Ilkley Hol's	12.24	40 mins.
Reffell	Tern	12.22	51½ mins.
Wynne	Ulster Scud	12.37	
Dewsbury	Falcon II.	12.52	1 hr. 23 mins.
Buxton	London Scud	1.3	2 hr. 39 mins.
Crabtree	Ilkley Hol's	1.26	26 mins.
Meads	Lancs. Prülfling	1.39	26 mins.
Wills	Professor	1.42	43 mins.
Slater, A. L.	York Prülfling	1.52	28 mins.
Laver	Dorsling	2.6	33 mins.
Nicholson	Falcon	2.5	13 mins.
Hardwick	Falcon II.	2.25	42 mins.
Hartley	Ilkley Hol's	2.38	15 mins.
Smith	York Prülfling	2.45	38 mins.
Little	Tern	2.48	
Slingsby	Falcon	2.52	1 hr. 32 mins.
Crabtree	Ilkley Hol's	3.3	2 hr. 20½ mins.
MacClement	Falcon II.	3.27	
Coleman	Lancs. Prülfling	3.42	11 mins.
Collins	Professor	4.0	35 mins.
Wills	London Scud	4.4	
Sharpe	Professor	4.55	6 mins.



Prize Winners and Cup Winners.

Distance: Prize of £10, won by P. A. Wills on SCUD II (12.7 miles).

Altitude: Prize of £3, won by P. A. Wills on SCUD II (800 ft. The heights of 1,000 ft. and 900 ft. do not count, as they were achieved on flights with which other prizes were won).

Out and Home: Prize of £4, won by P. A. Wills on PROFESSOR (5½ miles each way).

Duration: Prize of £3, won by G. M. Buxton on SCUD II (2 hrs. 39 mins.).

Wakefield Trophy: Not won during competition, owing to minimum of 15 miles not having been covered; cup therefore goes to G. E. Collins for longest distance during past year (19½ miles).

De Havilland Cup: Not won, owing to minimum height (2,000 ft.) not having been attained.

Manio Cup: To P. A. Wills for out and home flight in PROFESSOR (5½ miles).

Volk Cup: Not won during competition, owing to minimum (5 hrs.) not being reached; cup goes to E. L. Mole for longest duration flight (6 hrs. 55 mins.) during past year.

Grateful Thanks.

The following has been sent us by one of the pilots, on behalf of those who flew at the meeting:

Special thanks are due—

To those members of the B.G.A. who gallantly met in the middle of a Yorkshire moor at 9 a.m. on a Sunday morning in a thick white mist, to organise a Gliding Meeting; and particularly to the Master of Sempill for his invincible optimism therein.

To the two standard angels of gliding: Hardwick and Slingsby, and to a newcomer to the shining ranks, Sharpe. For selflessly lending their machines to the many eager but machine-less pilots who without them would have had an empty day. We fear Hardwick was shamefully used by two of his beneficiaries.

To the boys of Ampleforth College for doing a great

deal of work.

To David Dent, whose rate of climb indicator was undoubtedly largely responsible for the much improved standard of performance.

To Mrs. Bellerby, the unfortunate owner of the only (and private) telephone for miles around, who found herself willy-nilly cast in the rôle of Succourer to Castaway Pilots.

To the inhabitants of Swainby village, the Perfect Pull-up for Young Gliders. Particularly to "Charley" (it is regretted Wills did not get his further name) who was on the tail of the SCUD at its start and who arrived home in Swainby just in time to see it land. Who not only did everything possible for Wills, but on the arrival of the disconsolate trailer of the TERN (which had been trailing fruitlessly for hours) put them on the right track as well. He also introduced Wills to the Postmaster and his wife, who stood him the best tea (Yorkshire variety) of his life.

The Aftermath.

The DORSLING remained till Monday, the 9th, in order to do its new duration record (described elsewhere). Mr. Waplington kindly stayed on to observe the flight (the machine ungratefully gave him a sock in the ear with its wing), and Mr. Norman Wright was responsible for procuring the necessary hurricane lamps for a night landing.

Mr. Addyman's ZEPHYR tried to get to the meeting on the Sunday, but got stuck in the block of traffic (the Press estimated 10,000 spectators). So he kept it there for a week, and the following Sunday flew it down to the valley, where a few pilots then ground-hopped. Slingsby also returned that day and soared for some time over the wood, reaching 1,000 feet. Wills had flown down by aeroplane the day before in the hope of more soaring, but found bad weather and returned home.

7 HOURS 22 MINUTES IN THE "DORSLING."

A New British Duration Record.

By J. LAVER.

On October 9th DORSLING was launched, directly over the White Horse, at 11.40 a.m. into a breeze of about 12 m.p.h. coming straight up this face of the hill. There was a fair lift, but not at all smooth, seemed to be a constant commotion, doubtless due to the two rather abrupt hills jutting up out of the valley some half or three-quarters of a mile to windward.

The length of the beat along this face of the hill is very short, about a quarter of a mile only, and for the first three-quarters of an hour or so I had to work it rather carefully, having none too much height in hand, sometimes 250-300 feet, at others only about 150 or so. Presently, however, the wind freshened, and I was able to sail at a more comfortable height, 400-500 feet.

After about an hour I had the first attack of air-sickness, which recurred from time to time thereafter about every three-quarters hour or so. It was a grey, cheerless-looking day, with overcast sky and never a glimpse of sun, and what with being confined to such a short beat, and being sick into the bargain by way of a sideline, it was not long before I got heartily fed up. I made several explorations to either flank, to find out whether it was possible to extend the length of beat, but found down-currents and wild hurbles of air which quickly taught me just how far, and no farther, my beat extended. By way of diversion, I occasionally floated out in front of the hill some quarter mile or so, the variometer proving useful on these occasions in indicating how far I could go out without losing the lift.

During the afternoon the wind increased to half a gale, with fierce gusts up to 50 m.p.h. which blew me off my course at times, and I frequently had to put speed up to 55 to creep back into position. On one occasion I was forced back and downwards over the hilltop and almost landed, clearing the ground by a few feet only before



G. M. Buxton soaring in the "Scud II." at Sutton Bank.
(Photo by "Segelflieger.")

MR. LAVER'S DURATION FLIGHT



A futile attempt to shoot him down with a camera gun.
Inset: how Mr. Waplington officially observed.

getting once more into the lift in front of the hill. I guessed at the time that the manoeuvre would as like as not be thought to be an attempt to land, and as darkness had by then begun to fall, I switched on my light, and after a few "calling up" flashes, flashed out a message in morse slowly and deliberately to tell them that I had been blown off my course. Afterwards I learned that no one succeeded in reading the message.

Well; for some time Dorsling had been battling with a wind that can only be correctly described as vicious, being repeatedly plunged into dives in which her speed went up to 65 and 70 before I would ease her gently out, working off the surplus speed in a "zoom" and then flattening out into a normal glide again. (On the ground they thought I was stunting to pass the time away.) About 4 p.m. it was reassuring to observe the preparations being made for the night landing to come, hurricane lamps being placed to form three sides of a rectangle, open side to leeward, enclosing the landing spot.

Soaring in the Dark.

After dark, the sky being still overcast and there being no moon, I lost sight of the hill completely, steering the correct course by keeping one eye on the landing lights on the hilltop. This was my first experience of night flying, but I found it much easier than I thought it would be. On one occasion, after making a turn, I lost sight of the lights; they did not show up on the quarter where I was expecting them to appear, neither on scanning all around in every direction could I find them, and began to wonder just where I had drifted to; however, on making a further half-turn I got the lights in view again and got my bearings.

Presently it came on to rain, not a passing scud, but a steady rain that gradually got worse and seemed like lasting. I was still able to see the lights, so carried on as before, but after a while I found that my margin of height was getting small, the rain was beating me down evidently. Presently, however, I saw the headlights of the cars on the hilltop switched on in long

flashes, which I took to be a signal that I had passed the schedule time (7 hrs. 15 mins.) necessary to pass the existing British duration record. At this stage I was feeling quite fit, and had no intention of landing, so long as the wind held, and I could maintain a workable height.

But before long, there came a moment when I was so low that I at once realised that it was inadvisable to hang on any longer, as there was a risk of being forced below the level of the hilltop, so without more ado I turned over the top of the hill, and making a wide arc to take me clear of where, from previous observation in daylight, I judged the trailer to be, I landed in the inky blackness some distance to the rear of the landing lights, not having enough height to beat back into wind to where the lights were.

For rations, I took up a few sandwiches, an apple, and a couple of tomatoes. Actually the flight did not last long enough for me to get an appetite, but by way of a pastime I spent an interesting few minutes retrieving the sandwiches, which got dislodged from where stowed and with my left hand chased the tomatoes as they danced about the cockpit. One got badly squashed in the tray, and I heaved it overboard, hoping that it would miss the upturned faces below, at the same time thinking what good fun it would be to have a plentiful supply of this sort of ammunition and pass the time away with a little mild bombing practice. The apple was more elusive, it had entered into the spirit of the game and was dodging about in the fore part of the cockpit near the rudder pedals. After many vain attempts to grab it, I decided to play a waiting game, and after a while caught it on the rebound when a hearty upward bump sent it aft.

On Night Landings.

From the experience gained on this occasion, I have arrived at the following conclusions:

No difficulty need be experienced in effecting a night landing if the spot marked by the lanterns can be made. In the event, however, of the pilot not being able, for any reason, to make the arranged landing spot, a powerful spotlight carried on the machine would be most useful. Furthermore, an emergency landing-ground down in the bottom marked by lanterns would offer the pilot the necessary "way out" in the event of his being forced below the hilltop. The pilot would, of course, have to study carefully, in daylight, the approaches to this emergency landing-field to enable him to effect a safe approach in the dark without fouling obstacles such as trees, etc.

The "Dorsling's" Instruments.

DORSLING carried the following instruments: Airspeed indicator, altimeter, variometer.

The instrument panel and dial of each instrument is black, index and markings being white. The instruments are lit by two 1.5 v. low-consumption bulbs (.065 amp.) in series, mounted on the lower part of the panel in cylindrical screens slotted to throw the light on the dials, but screening the light from all other parts of the cockpit to avoid glare.

A 2.5 v. flash-lamp bulb, mounted inside an opal shade, plugs into a socket on the nose for the flying light. Current is provided by a large capacity cycle-type dry battery, fitted in a leather case on the side of the cockpit forward.

Switches for controlling the lights, together with a press button for morse signalling, are fitted on the lower part of the instrument panel where readily accessible to the pilot's left hand.

The variometer, which was constructed by Mr. Norman Wright, our worthy Chairman, utilising the (modified) mechanism of an airspeed indicator, works perfectly. The instrument was tried out in its experimental stages at the Huish meeting in June last.

The altimeter, in the construction of which Mr. Wright again made good use of a surplus A.S.I., worked well in the early stages of the flight, but afterwards got air-sick and packed its hand in. Its failure was gradual, and was doubtless due to a slight leak somewhere in its system, which should not prove very difficult to rectify.

THE MODEL ENGINEERS EXHIBITION THE HORNBERG GLIDING SCHOOL: From the Ground and the Air

Three years ago, at the annual Model Engineer Exhibition, we saw displayed the holder of the "British model gliding record of 45 seconds," we having obtained repeated soaring flights of double that length with paper models for the past 8 years. So we attended again at this year's Exhibition early in September to see what, if any, progress had been made along these lines.

At the stand of the Northern Heights model flying club was a model sailplane of "fuselage" type. It had been often flown as a kite and then released, when it took over a minute to come down, but no attempt had ever been made to soar it.

After disclosing our identity, we were treated to a thorough telling-off and dressing-down of the entire British Gliding Movement by the gentleman in charge of the stall. "You gliders," he told us, "you never do anything, you don't think." If we only troubled to think, he proceeded, we would long ago have fitted our machines with propellers worked by pedals. We tried to convince him, without much success, that most sailplane pilots found they could keep up very comfortably without any such mechanism. But he continued to assert that we should never make any progress until we started to think. For one thing, our aspect ratios were all wrong. ("Look at the rooks!") And then a previous visitor had suggested, and he had agreed, that sailplanes should be fitted with a vertical sail above the wings, "to act in the same way as a ship's sail, and take advantage of the winds." He himself had done some gliding as far back as 1900, and on the strength of this he fired his parting shot: "Gliding! Why, I reckon I've had more experience of gliding than anyone else in this country!"

We moved off to the stall of The Model Aircraft Club (who, three years ago, ran a gliding club at Smalldole, near Brighton). Here we gathered some interesting facts about soaring flights by model aeroplanes.

It appears that, with the improved performance of model aeroplanes to-day, it is no uncommon thing for them to fly high enough to get drawn into a thermal current, and so continue in soaring flight long after their propellers have stopped. The result has been that the comparative performances of different models have come to depend more on luck and less on their relative efficiency, and new rules have had to be drafted, by international agreement, to deal with the situation. Such flights are now timed to the moment the model can no longer be seen by the official observer with his naked eye and without coloured glasses. In consequence, the best models are usually painted yellow or red, so as to gain a few extra seconds of visibility.

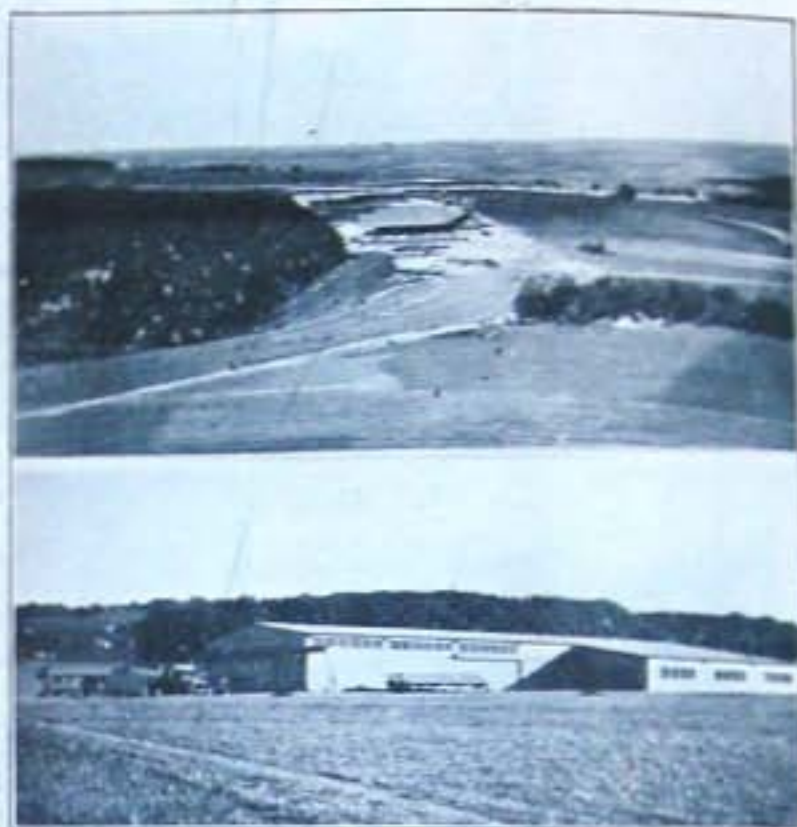
We mentioned the model flight of 1 hr. 8 mins. recently set up at Dresden (see THE SAILPLANE for August 11th, p. 178), which was claimed as a world's record; but were informed that a flight of 1½ hours had been made by a model in Canada some time ago. Presumably this was an unofficial performance, since it does not seem to have been recognised by the international body concerned.

A HUNGARIAN FLIGHT.

Early in August the pilot Kalenyi, a Hungarian engineer, performed a soaring flight of 7 hours.

HOME MADE.

Mr. Roy Scott, an apprentice at Messrs. W. J. Wood's Motor Garage, Thetford, has spent all his spare time for twelve months in building a glider. A photograph in a local paper shows it to be of "Primary" type. The wings are not yet covered; they look to be of good workmanship. The design is his own, the span being 44 ft. 6 ins., and length of fuselage 24 ft.



Above: part of Hornberg West Slope. Below: the School Hangars.

(See opposite page)



The country around the Hornberg School. The soaring area in W. and N.W. winds is shaded. Heights in feet.

(See opposite page)

THE HORNBERG GLIDING SCHOOL

By A. PURN.

Wolf Hirth's new Gliding School at Hornberg is situated in the mountains about 11 kilometres (7 miles) from Gmünd in Swabia. Gmünd is the nearest station and is 60 kilometres (40 miles) west of Stuttgart or about 1½ hours run by train.

The site used for soaring is a vast cup 1½ miles long, facing west, of which the South side is some two or three hundred feet higher than the rest. The average height of the ridge from the plain below is about six hundred feet, and though the lower slopes are quite gentle the upper three hundred feet are very steep and heavily wooded, the woods continuing right up to the edge of the plateau which lies on top. Here ample landing ground is available and nearly all flights end in a landing on the hill top. This is generally remarkably easy owing to the wide landing grounds on the plateau. There are certain places, however, with bad reputations where, in strong winds, eddies and turbulence are so marked that very fast landings are necessary to keep the machine under control. Several minor accidents due to this occurred while I was there, especially when people were trying to land as near the launching point as possible. In connection with this it is worth noting that, while the wind sock at the edge of the hill was blowing in a westerly direction when soaring was in progress, the flag over the Gaststätte, which is some 50 yards behind the edge, was blowing in an easterly direction, owing to the wind curling over at the edge. In the ordinary way landings are made behind this zone of turbulence. Landings in the valley beneath are easy enough if one is not upset by a few trees and farm buildings, but are quite unnecessary, and most unpopular as much time and energy are lost retrieving them, for they have not yet acquired a winch. This deficiency, however, is to be made good next year.

East of the centre of the soaring cup and separated from it by a narrow valley is another long wooded ridge about three miles in length, which faces west. This ridge is somewhat higher than the Hornberg and prevents soaring on the South End of the Hornberg in East winds owing to its too close proximity. With west winds I was told that a height of about 900 feet above the launching point on the Hornberg is required to enable one to cross the valley and soar on the range on the opposite side. In view of the fact that the soaring cup is 600 ft. high this should be easily accomplished in any strong wind with a good machine. East of this ridge again there are further hills which could be used for west-wind soaring, so that distance flights from hill-soaring alone must be comparatively easy, though I saw none performed.

I was told that just before my arrival Fraülein Reitsch, after a soaring flight over the Hornberg, was able to do sixteen successive loops before landing. This feat was performed in a GRUNAU BABY and will give some indication of the height obtainable.

Mention has already been made in THE SAILPLANE of Hirth's thermal soaring in a GRUNAU BABY over the Turnfest at Stuttgart. We picked up his broadcast at Hornberg, the whole thing being most successful.

The Courses run at Hornberg are for both *ab initio* pilots up to "C" standard and for pilots with more experience up to the Official German "C" standard. Each group consists of 25 or 30 people and they have their own instructor attached to the Group. Each instructor keeps a "Flugbuch" in which are recorded every flight made by each member of the group, including details of wind strength and direction, type of machine, duration, and distance of flight and any mistakes that are made. These details are kept in every case, whether the flight is a short ground-hop or a long soaring flight, and at the

end of the course a copy of his complete flying time with details is presented to the pupil.

I found that slight accidents were comparatively frequent, and opportunities of demonstrating the faults made by an offending pilot to the group as a whole were not lost by the instructor. After serious accidents the pilot was generally not allowed to fly for a short period, often two days, but this time was not lost, for he had to watch other people flying, while the instructor analysed the good or bad points of the flight. Although it is only too true that experience can only be obtained from actual flying, it is nevertheless true that much can be learnt from the mistakes or brilliance of others if an experienced instructor is at hand to explain things in detail. This is particularly true of the less obvious details which may make the difference between good and bad soaring, and which many people are either too lazy or too lacking in knowledge to analyse for themselves. It was certainly noticeable at Hornberg that a member of a group learnt not only from his own too infrequent flights but also from the flights of every other member of the group.

When the wind is unsuitable for flying and generally once a day, even when flying is possible, Wolf Hirth gives formal lectures for the Official German "C". For this Government certificate, without which no one may make cross-country flights, a pupil must have made five soaring flights of not less than 2½ minutes each, the whole making a total flying time of not less than half-an-hour. In addition he must have attended lectures by a qualified person and he must pass a short written examination based on the lectures. Knowledge is required on the elementary principles of aerodynamics, on the building, maintenance, and repair of machines and on the history of gliding. Special stress is laid on such practical points as what investigations a pilot should carry out on a machine he has not flown before, in order to make sure that it is airworthy. Such things, as whether the controls are working correctly or not, would appear to be a cult of the obvious, but even with the elaborate system of overhauling at Hornberg, a RHÖNADLER one day took off with only one bolt holding its rudder to the fuselage. Luckily the machine was able to land without doing much damage, but the fault was none the less reprehensible. In England there must be many who, through disinclination for reading and lack of instruction, would be quite incapable of overhauling a machine to make sure of its airworthiness. The individual is completely dependent on Club authorities for this office. This is perhaps difficult to remedy, for Clubs in England are not Schools in Germany, instructors are unpaid and members would probably be disinclined to listen to lectures even on wet days. The fault however remains.

An adjunct of some importance is the wind speed indicator, which is always in position on the ridge before flying is started. This not only gives an indication of the wind strength, but also exact details of gustiness. In reasonably steady winds "B" and inexperienced "C" pilots flying training machines are allowed to fly at wind speeds between 8 and 13 metres per sec. (18-35 m.p.h.). At speeds of less than 20 m.p.h. soaring in a training machine is difficult or impossible and the enthusiastic would-be "C" pilot has his hair standing on end from too close contact with the hill. Gliding, as opposed to soaring, is of course possible, but discouraged, owing to the trouble of hauling machines back. A prospective "C" flight is only allowed when the wind is strong enough to make soaring easy and where the height gained leaves a reasonable margin of safety for mistakes that may be committed. If a pilot fails to obtain his "C", the fault is always his own and never that of the wind.

It was very noticeable that none but the best machines flown by the most experienced pilots had air-speed indicators. These had no place whatever in the training of pupils.

A small point, but one which might be very useful in England, is the use of a stake fitted with a quick release for holding back machines. Thus an instructor can perform three duties in one. He can support the wing-tip, instruct, hold back and release the machine all at the same time, a saving in personnel that no one will fail to appreciate.

Auto-launching is never used. Auto-towing and winch-towing are used a great deal, and next year a KLEMM will be on the spot for aero-towing, this being part of the Official "C" course.

Accommodation and food were more than reasonable, the

total cost of a day and night *en pension* being RM.1.50. Beds and bathrooms are excellent, food plentiful and somewhat rough, but, considering the price, remarkably good. The cost of a three weeks' course in gliding is £10 exclusive of board and lodging. This fee depends to some extent on the experience of the pilot (and therefore the risk to the company) and the certificate desired. The figures given are therefore subject to variation and are only given as an indication that the cost of expert instruction in Germany is within the means of anyone who can afford the time and money for a three weeks' holiday anywhere else.

In conclusion, Nazi Germany is quite unlike the fearsome place pictured in the foreign Press. Friendliness and courtesy are never lacking. One visit to Hornberg inevitably means a return next year.

CORRESPONDENCE

[In view of the fact that, in our last issue, we published a letter entitled "Politics," signed by "A Member of the London Gliding Club," the Hon. Secretary of the British Gliding Association asks us to state that "it has been the clear-cut policy of the Association, although it is the owner of THE SAILPLANE, not to interfere in any way with the conduct of the paper, once it has appointed its Editor."—ED.]

POLITICS.

Sir,

Although in the past I have always made it a principle to ignore and scorn the crowing of all persons who deem it wiser to shield themselves behind a cloak of anonymity, I feel it necessary to reply in this case as my name has been specifically mentioned and, as I interpret it, my views requested. Very well then! I believe

(a) That politics are an unimportant luxury, which the Gliding Movement certainly cannot afford.

(b) That there are only two things which matter in the least, flying and more flying!

Please note the above views are entirely personal.

J. R. ASHWELL-COOKE.

[We are now at liberty to disclose that the writer of the letter referred to was Mr. P. A. Wills. Mr. Wills asks us to say that he signed himself as he did in order to convey that (in his opinion) his views were those of a representative member of the London Gliding Club.—ED.]

Sir,

The letter in last month's SAILPLANE, headed "Politics," is excellent. However, I should hate readers to think that the London Gliding Club is entirely anti-B.G.A. as the letter is rather apt to imply.

Indeed many of the Club's oldest and staunchest members are faithful supporters of the B.G.A. As one of the latter I was very surprised to read in THE SAILPLANE that the Club had disaffiliated from the B.G.A., this being the first news that I (or any of the Club members) had received on this important subject. Perhaps the Committee are economizing in stamps or perhaps they are unable to justify their action.

Anyhow a letter from them published in THE SAILPLANE will help to make matters plain.

Let's hear from them.

ANOTHER L.G.C. MEMBER, DONALD C. SMITH.

Sir,

A-Member-of-the-London-Gliding-Club's letter is bursting with common sense. Now then, let me be frightfully personal and express my personal views without prejudice.

Q. Why do you belong to a gliding club?

A. To fly, and fly, and fly, and . . .

Q. What are the legitimate functions of a central body?

A. To ascertain whether machines are safe, to organise central flying meetings, to encourage genuine triers.

Q. What should it cost to run such a central body?

A. Less than £100 a year. A separate office and full-time secretary and staff are wanton extravagances and not to be thought of.

Q. What, then, will be the locus of your central body?

A. The corner of a desk in the Royal Aero Club building. We might even endow a whole (small) desk.

Q. Who will be your chairman?

A. A reputable and well-known sailplane pilot, such as Slingsby, or Hardwick, or Major Petre.

Q. Who will be your secretary?

A. Such as Doctor Slater, who knows, and is known in and out of this country.

Q. Who will be your council?

A. A limited number of active "C" pilots, elected by a postal plebiscite of club members throughout the country.

Q. How often will they meet?

A. Not more than four times a year, so that all members may attend.

Q. What will be their powers?

A. To pass any regulation which the Royal Aero Club, in their greater experience, see fit to endorse. To arrange flying meetings. To issue worth-while C's of A. To advise and help *bona fide* clubs and individuals when asked to do so.

Q. How will they handle C's of A?

A. They will appoint a committee consisting of such people as Slingsby, Scott Hall, Baynes, Buxton, Needham, acting in conjunction with an Aviation Insurance Authority such as Captain Lamplugh.

Q. How will the central body enforce its regulations?

A. By reporting delinquents to Harold Perrin. This will be quite enough to go on with.

Q. After all said and done, what is the sole purpose of the governing body?

A. To hinder flying as little as possible, and where possible to cause or inspire more flying. To keep the game decent. To annihilate frauds.

It is no good holding an horrific post-mortem on the B.G.A., which has been an unconscionable time a-dying. It never did have more justification for its existence, or chance of survival, than a hippopotamus in a hip-bath, being every whit as cumbersome, top-heavy, voracious and inept.

What did it do, for instance, with my extremely hard-earned guineas which were swallowed by its Endowment (*sic*) Fund?

THIRTY HOURS.

[It is not to be assumed that all the suggested personnel would be prepared to fall into their allotted places in the proposed body.—ED.]

Sir,

As a founder member of both the London Gliding Club and the British Gliding Association, I should also like to know something about this alleged disaffiliation of the L.G.C. that I have read about in *THE SAILPLANE*.

I use the word "alleged" deliberately, as, so far as the L.G.C. is concerned, I have received no information on the matter at all, and I feel sure that there are many members, in the same position as myself, who would like to know:

- (a) What is the quarrel about?
- (b) Whose quarrel is it?
- (c) Has the Committee of the Club any right to take such a considerable step without first calling a General Meeting; or, alternatively, if they have such power, why was the fact of the disaffiliation not made known to the members by means of a circular letter?

In the ordinary course of events, this letter would have been sent to the Secretary of the L.G.C. only. Owing, however, to the opening of the matter in the pages of *THE SAILPLANE*, I have decided to send it, both to the Secretary of the L.G.C. and to the Editor of *THE SAILPLANE*, for inclusion in the Correspondence columns.

D. E. CULVER.

Sir,

In the last month, three things have happened:

(1) We have had the finest one-day meeting in the history of the sport of motorless flight in England. Not only did we see 50 hours of flying in one day, but we saw *real unquestionable enthusiasm*, such as we have long dreamed of, shown by the crowd, the pilots and the officials.

(2) We have read "A Member of the London Gliding Club's" Letter.

(3) We have heard a rumour of the new difficulties of the B.G.A.

What conclusions can we draw from all this?

First, that the gliding movement is moving towards a very sound basis, having quite obviously collected under its wing a few real, enthusiastic and valuable men, who at any cost are going to get on with the job, and will stop at nothing. To wit, we have found that the spirit is there. Then we read the letter already alluded to, and we are amazed, and at the same time very thankful that it has been written. I myself am completely in the fog about the politics which have caused this rift. But I do see one thing. If we could only get together, and sink our *petty personal differences*, we could make hay, progress and anything else you want. But if we stand divided then we deserve to stagnate. Having been a very keen follower (an active one since 1930), I feel that we of the movement ought to demand that this rift is closed immediately, even if one or two of us have to go away with a personal grudge.

Then we have heard very bad news, trouble with the B.G.A. I know absolutely nothing of its nature. But I do know that if we all really get together for the ideal of motorless flying, we ought to have a chance of being able to put everything straight.

What is the sense of all these petty differences, when the whole structure of the organisation is at stake? On the other hand, the results of the Sutton meeting showed us that there is real growing enthusiasm, not only in the one big London Club, but in many others.

Something must be done, and done immediately. We must have a governing body, and its work at first must be very difficult. We know that there are financial difficulties in the way, which do not tend for efficiency. But to attack and stand aside, and say, "Now let's see what you can do; let's cause a little more trouble by being awkward," is childish in the extreme and immensely foolish.

Let me summarise this letter as follows:

- (a) We are divided. (I do not only refer to the L.G.C.)
- (b) We are numerically weak, also financially. But we have enthusiasm.
- (c) We are interested in the finest sport in the world, and it is growing of its own accord, because it appeals

to the right type of people.

(d) We have a governing body; this is a necessity, and, if we go about it, can be made a very useful asset, as all well-supported governing bodies are.

(f) There are difficulties on all sides.

(g) If we decide to stand apart, *nothing useful can possibly be done*.

(h) We must surmount these difficulties.

Therefore we must sink our personal difficulties and get together. This is my opinion, and the opinion of six of my friends who are actively engaged in this sport.

What about it?

ANOTHER MEMBER OF THE LONDON CLUB.

Sir,

In the October issue of *THE SAILPLANE* you published a letter from a member of the London Gliding Club drawing attention to the proposed disaffiliation from the British Gliding Association of the London Gliding Club.

The Council of the Association regret that this letter should have been published without reference either to the Association or the London Gliding Club. This matter was in fact *sub judice*, and in fairness both to the London Gliding Club and the B.G.A., we must ask you to publish the correspondence which has passed between these two bodies up-to-date.

At this moment we do not wish to make any comment other than it is the hope of every member of the Council that any difference between the Club and the Association may be adjusted in a happy manner, as undoubtedly both bodies have the great common bond of sympathy in their attachment for and adherence to the prosperous future of the British Gliding Movement.

We understand criticism has been levelled at the Association from a member of the London Gliding Club for permitting the letter to appear, and we would, therefore, ask you to make it clear, perhaps in an Editorial in your next issue, that it has been the clear cut policy of the Association, although it is the owner of *THE SAILPLANE* not to interfere in any way with the conduct of the paper, once it has appointed its Editor, as we wish the whole Movement to feel that whatever the views may be, an entirely unprejudiced opportunity is always available for their expression in *THE SAILPLANE*, which it is the desire of the Council should remain the independent forum of the whole Gliding Movement.

J. L. R. WAPLINGTON,

Hon. Secretary British Gliding Association.

[On what grounds is the statement made that "The Council of the Association regret that this letter should have been published . . ." etc? Our own information is that at the last Council meeting (at which we were unable to be present) no such resolution was passed by the Council, nor did the Council as a whole, or even any one of the members present, express such sentiments.

We are willing to refer letters criticising the B.G.A. to that body for the purpose of enabling a reply to be published in the same issue as the original letter. But, in view of past experience, we must first be satisfied that such action will not be used as an opportunity to put pressure on the writer of the criticism to withdraw it, or on us to suppress its publication whether it is withdrawn or not.

The real question at issue, on which the Hon. Secretary of the B.G.A. avoids committing himself publicly, is whether *THE SAILPLANE* should publish *at all* letters from correspondents criticising the Association. His last paragraph begins by suggesting that the B.G.A. would have suppressed Mr. Wills's letter if they had been given the chance, and ends by asserting that "we wish the whole Movement to feel that whatever the views may be an entirely unprejudiced opportunity is always available for their expression in *THE SAILPLANE* . . ." Which of these alternatives is true?

It is not out of place here to point out that we have always published letters sent to us for publication criticising our conduct of *THE SAILPLANE AND GLIDER*, including the above letter, which we have made no attempt to induce Mr. Waplington to withdraw.—Ed.]

THE CORRESPONDENCE PUBLISHED.

Letter from London Gliding Club to British Gliding Association dated August 25th, 1933.

The Secretary,
British Gliding Association, Ltd.

Dear Sir,

In accordance with the instructions of my Committee, I write to notify you of the decision of the London Gliding Club to dis-affiliate from The British Gliding Association.

My Club has taken this decision because it finds itself entirely out of sympathy with the British Gliding Association. In the view of my Club the British Gliding Association is run on a scale out of all proportions to the modest dimensions, resources, and needs of the gliding movement in this country and yet at the same time it falls on its one essential function: in that it is not truly representative of that movement.

My Club and its representatives have tried by every means within the Association to bring about the reforms that are considered necessary but without success and accordingly has decided on dis-affiliation.

Yours faithfully,

H. O. DAVIES,
Hon. Secretary.

Letter from British Gliding Association to London Gliding Club dated September 13th, 1933.

The Hon. Secretary,
London Gliding Club.

Dear Sir,

Your letter of the 25th August was laid before the Council of the British Gliding Association at their meeting yesterday, September 12th.

I am instructed to convey to you the Council's regret that your Committee should have taken the action of terminating their affiliation with the British Gliding Association.

I am asked to point out, in connection with the third paragraph of your letter, that there is no record of any motion upon the Agendas of the Council which would indicate that your Club, or its representatives on Council, have made the efforts to which you refer.

My Council feel that the London Gliding Club has at heart the best interests of the gliding movement, and this attitude is, of course, shared by all members of the Association. The action which your Club now proposes to take and of which you have given us notice cannot be in the best interests of so young a movement, as anything which tends to disruption or internal friction is to be deplored.

The concluding sentence of your second paragraph indicates that there is some misunderstanding. It is difficult to conceive a basis which is more likely to ensure that the British Gliding Association will be truly representative of the movement than that outlined in its Articles of Association; and I would draw your special attention to the provision which, while we do not claim it to be unique, is unusual, that those taking office with the Association may not retain office for more than a period of three years, thus ensuring that changes will be brought about automatically.

In view of these points, my Council feel that it would be in the best interests of all concerned if a meeting could be arranged by your Committee at which suitable representatives of the British Gliding Association should be in attendance to answer questions and to explain any point that may arise.

Yours faithfully,

J. L. R. WAPLINGTON,
Secretary.

FATALITY AT BELGRADE.

Zhivko Jovanon, an engineering student at Belgrade University, received fatal injuries in a crash at the School of Gliding at Belgrade in September. He had been launched from a hill near the Observatory, and rose, stalled, and then dived to the ground. The deceased had studied gliding in Germany and France, and was President of the great conference of students of the Little Entente which met in Belgrade last spring.

Letter from London Gliding Club to British Gliding Association dated September 14th, 1933.

The Secretary,
The British Gliding Association, Ltd.

Dear Sir,

I am in receipt of your letter of the 13th inst., contents of which are noted. This will be placed before my Committee at the earliest opportunity.

Yours faithfully,

H. O. DAVIES,
Hon. Secretary.

Letter from British Gliding Association to London Gliding Club dated October 23rd, 1933.

The Hon. Secretary,
London Gliding Club.

Dear Sir,

I am requested to inform you that in view of the letter which appeared on page 200 of the October issue of THE SAILPLANE under the heading "Politics," and the rumours this has given rise to, my Council propose, in fairness to the Association and the London Gliding Club, to publish in the next issue of THE SAILPLANE the correspondence to date, unless your Club raises any objection.

Yours faithfully,

J. L. R. WAPLINGTON,
Honorary Secretary.

THE "FALCON II."

Sir,

The article "A Note on the Falcon II." by Die-Hard, in the last issue of THE SAILPLANE AND GLIDER, should not be taken seriously by your readers.

The FALCON certainly has a good performance, and is easy and pleasant to fly; but not so ridiculously easy as to make every man who steps into it a "C" pilot or an aerial lounge. The controls are responsive, and ignorance is rewarded just as fully as on any other machine.

Contrary to Die-Hard's opinion, the machine is excellent for training, and the type is used extensively in Germany for this purpose, and stands up to some very rough treatment, owing to its robust construction. I have seen a FALCON dived vertically into the "deck," another landed flat on its back, and the results of a tilt at a sturdy moorland tree; in every case the machine was repairable, and the pilot (or occupant) undamaged. Therefore, it is a good training type.

Rigging the FALCON is no more severe than rigging a HOL'S, PROF., PRUF., KASSEL 20 or DOPPELSITZER. In fact, it takes less time. I have rigged all the types mentioned, and many others.

The "view" is quite good, and not "negligible" as Die-Hard extravagantly states. At Sutton Bank, both FALCONS soared in company with a host of other machines, and I am sure nobody complained of poor view, or had the slightest worry about a machine above.

Considering that the flight which inspired Die-Hard to write his note was less than two minutes duration, I think he picked up quite a lot of extraordinary detail, such as rigging, cloud-flying, training and "tram-driving;" could any other machine teach one more in so short a time?

"NORTHERN NOMAD."

ALBATROSS SOARING.

Owing to an oversight in correcting proofs, the name of the writer of the letter under the above title, published in our last issue, was incorrectly spelt. It should be: S. L. WALKDEN.

"DRONE" SOARS UNDER A CLOUD.

The "Section Gantoise de Vol sans Moteur" have built a B.A.C. DRONE under licence at Ghent, Belgium. On July 9th, at Zoute, the pilot Manchoulas took the machine up to 7,250 feet in 1 hour 5 mins. He then stopped the engine under a large cumulus cloud and proceeded to soar, which he was able to do without loss of height.

We once wrote to the late Mr. Lowe-Wylde, suggesting that he should carry out the same experiment.

NEWS FROM THE CLUBS.

Waiting to be hauled up Dunstable Downs:

L. to R. "Scud," "Prüfling," "Falcon," "Wren," "Tern."



BRADFORD AND COUNTY GLIDING CLUB.

Sept. 17th and 24th and Oct. 1st.—Working parties busy at Verity's re-building DICKSON. This machine is now finished and flies as well as ever.

Saturday and Sunday, Oct. 7-8th.—Sutton Bank. We turned out with a good team and three machines, PROFESSOR, HOL'S and DICKSON. The meeting is probably reported elsewhere in this issue, so a lot need not be said here. On Saturday the weather was vile, but we had several "flat ops" in DICKSON, which to some extent amused the crowd.

Sunday.—Stedman was second man off and he pottered around in the Hol's for half an hour before coming in to land and report on conditions to our Team Captain, Verity. Hastwell, Holdsworth, Cox and Sharpe made flights, and our PROFESSOR was also flown by three London members.

Sunday, Oct. 15th.—A "quiet" (?) day on our own ground after Sutton Bank. REYNARD was out and some good work put in with Roy Watson who is now coming on well and is ready for slope flying. After this we had some really good fun trying out auto-launching with our new pet, a 24-h.p. Buick. Stedman, Sharpe, Holdsworth and Hastwell quite enjoyed flying old REYNARD again, and we are looking forward to some good times now we have a suitable car.

Work is now started repairing the CLOUDCRAFT, which we took over in a damaged condition. It looks as though Verity had better give up motoring, as his garage will be too full for words for several weeks now.

THE AIRCRAFT CLUB, HARROGATE.

The Aircraft Club will be operating from Sutton Bank, until further notice, at the week-ends. On an average three sailplanes will be stationed there.

The suitable winds are:—N., N.W., W., S.W. and S. The Golden Fleece Hotel, Thirsk, is the local headquarters.

The club's primary glider is nearing completion, and members are requested to turn up regularly at the Club Room in the evenings in order to finish it.

IMPERIAL COLLEGE GLIDING CLUB.

Summer-vacational activities of the Club began at the end of July when a camp was held at Dunstable for the purpose of erecting a hangar.

The ordinary Summer Camp began at Dunstable during the last week of August. The first week of this was spent in overhauling, repairing and recovering the wings of our DAGLING, and the tail and centre section required a few more days' attention. Then we settled down to wait for favourable weather.

On Monday, Sept. 11th., we were able to test our re-conditioned DAGLING by auto-launched ground-hops.

Wednesday, Sept. 13th., was the first day on which we could fly from the hill-top, the wind being S.W. We remained at Dunstable until the end of the following week, flying on every possible occasion.

Twenty-eight hill-top launches were made during the two weeks' flying, and all those present gained useful flying experience. We also learnt this summer that two-man gliding was possible, the method used being that described in the last issue of THE SAILPLANE.

The last member left Dunstable Downs on Friday, September 29th., leaving behind him a complete DAGLING locked in our new hangar.

KENT GLIDING CLUB.

The Club's new Secondary machine has now been thoroughly tested and is proving very popular. The controls are light but not too sensitive, and the balance-wires on the ailerons are much more satisfactory than the old spring-return.

Up to the present quite fast landings have been made in order to keep the machine inside the field and so make more flights possible, and these landings, though somewhat alarming to watch, have all been perfectly successful. (Why the Pilgrims of old had to choose the bottom of the Club slope for their "Way" is the cause of much caustic conversation.)

During the past few weeks three or four possible new sites have been inspected, including two facing N.E. and N.W. respectively. If permission to use these can be obtained we will be able to fly when the wind is in a northerly direction, instead of being reduced to ground-hops on the aerodrome. We have had several visits during the last month or so from Mr. Baker, an energetic member of the Thanet Gliding Club.

Sunday, Oct. 8th.—Wind S. Several good and varied flights were made on the Secondary (the converted B.A.C.I.), including three by Nightingale, who had not flown for several months.

Sunday, Oct. 15th.—Wind southerly, but very light. Weekes made three flights, one over the Pilgrims' Way and down to the far end of the next field. Trouble, first with the car and then with the launching gear, then put an end to the afternoon's proceedings.

Sunday, Oct. 22nd.—No wind and much rain. Alterations to our old Secondary (the B.W.1) were begun. It is to be fitted with wheels, and will be used for training on the aerodrome.

LONDON GLIDING CLUB.

October 8th.—Yesterday, elementary instruction. Today, a gentle S.W. air up the hill with occasional calms and heavy rain.

Major Petre and Robertson flew down with passengers in the KASSEL 2-seater. The KASSEL 20 flew down repeatedly with Murray. Several incipient "C" pilots exercised the PRÜFLING, Goslett making his first two hill-top flights in her without incident. Bergel reached the Bowl, but could not quite run home.

The Imperial College worked hard with their WHAT-NOT, finishing intact.

Hiscox, back from a sunshine-cruise with a shocking cold, soared twice in a balloon-like manner (i.e., air-speed practically zero) using, of course, dear old Hol's.

"The hill-side dew-pearled,

"The Hol's on the wing,

"The snail on the thorn;

"All's right with the world." (After R. Browning.)

The CRESTED WREN ran to the Bowl, pranced about there briefly and came home beaten. Later, after a peach of a launch, she stayed up for an hour, blushing rosily before masses of spectators all along the home-ridge. The pilot observed a complete cross-section of British society, the greatest enthusiasm coming from one clergyman, two stunning blondes, and three children in and round a perambulator stationed on the point of the Bowl. Soon after sunset the wind stopped dead and the WREN slid home. The two-seater and PRÜFLING made their final runs, and so finished a very pleasant day free from all forms of bumpiness.

Sunday, Oct. 16th.—A lovely morning, 10-m.p.h., S.W. breeze. Hangar doors down by 10 a.m. CRESTED WREN launched first to try the conditions, the PREFLING following. The former eventually took Dewsbury up in circles to 850 feet in a passing chunk of lift; the latter, after a few descents, gave Burgel his "C" with a half-hour flight. Later the wind freshened back into the south, until at nightfall it blew along the ridge boisterously and unsoarably. During the change the HOL's, CRESTED WREN and TERN toured up and down between the Bowl and the Bastion in alternate up and down-draughts. The WREN tried to bash her way through to the Buffalo Paddock where the lift must have been joyous. But at the Bastion the variometer fluid quietly retired into the bulb and stayed there, the machine collapsing like a ripped balloon until she turned back near the second line of power-wires, by which time she was in the Bourne whence no Traveller returns. Struggled for some time but no luck.

Collins ran the KASSEL 2-seater all day, soaring repeatedly, giving our Mysterious Irish Stranger half-an-hour as some slight acknowledgement of yet another gift of five pounds in gold coin. This man, who refuses to say who he is, is a real brick. He turns up about twice a year. He tears up his receipts and is perfectly happy so long as he feels that his gifts are spent on material for helping actual flying. And this is not a dream; it is cold hard fact, showing that, if you fly hard enough, help will come to you like manna out of heaven.

A whole string of pre-"C" club members received dual instruction. Altogether it was a satisfactorily busy day, with good fun in the club-house after dark. The Nyborg machine was taken away. A fresh PROFESSOR has arrived. For about the nine hundredth time Walker is patiently working towards the completion of a perfect R.F.D. His nacelle is charming, its curves being smooth and kind.

N.B.—These primary machines are not always broken by beginners.

A lot of nice visitors again, including Laver, the man who refuses to come down! What about putting him and Mole in the KASSEL 2-seater on a Sunday night, so that they could make six-and-a-half days of it between them? Good idea.

ACTIVITIES AT BARNSTAPLE.

The inaugural meeting of the Barnstaple and North Devon Gliding and Aero Club was held in Barnstaple Guildhall on October 27th, according to the local Press. The Mayor of Barnstaple having made a speech and been elected President, Mr. C. E. Cornish, the Chairman, explained that the object was first to buy a commercial glider and then build their own.

The Aero Club at Haldon sent a message expressing pleasure at the project and offering assistance. Haldon is the airport for Teignmouth, and is used by the Great Western Railway's air service from Birmingham to Plymouth. We took a flight by this service last summer from Birmingham to Haldon, and, since the Devonshire section was by far the bumpiest part of the flight, we should judge that there is no lack of up-currents in those parts. But, in order to use them, the Barnstaple Club will have to persevere to the soaring stage.

HEADINGLY GLIDING CLUB.

We see from the press that members of the newly-formed Headingly Gliding Club have held their first meeting, and the question of acquiring a suitable field for practice flights with the Dixon Primary glider they have bought, was discussed.

It was finally decided to make use of a field near Golden Acre Park, off Otley-road, Leeds.

To prevent members having to wait long periods for flights, it was agreed to limit the membership to 15, while the entrance fee was fixed at £1.

To a reporter, Mr. R. S. Neill, the secretary of the club, explained that the members would act as their own tutors. About the beginning of next year, if they had become sufficiently skilful, they hoped to buy a sailplane.

OFFICIAL NOTICES

FOR YOUR INFORMATION:

IN FUTURE, COMMUNICATIONS TO THE B.G.A. WHERE A REPLY IS REQUIRED OR EXPECTED MUST BE ACCOMPANIED BY A STAMPED ADDRESSED ENVELOPE.

COUNCIL MEETING.

A Council meeting was held on Friday, October 20th, at 5-30 p.m. in the Library of the Royal Aeronautical Society.

Present: Mr. E. C. Gordon England and Mr. S. Whidborne, Vice-Presidents, Capt. C. H. Latimer Needham, Capt. A. N. Stratton, Mr. E. G. Sanguinetti, Mr. D. E. Culver, Mr. D. Morland, Sir Gilbert Walker, Mr. L. Howard-Flanders, and the Honorary Secretary. In the absence of the Chairman in America, Mr. E. C. Gordon England was elected Chairman for this meeting.

Sutton Bank Competition.—The Council approved and accepted the results as recommended and submitted by Capt. Needham, Chairman of the Contest Committee. It was decided to send heartiest congratulations to Mr. J. Laver and the Dorset Gliding Club on having set up a new British duration record of 7 hrs. 20 mins.

Membership.—Mr. R. F. R. Pierce was elected a member.

Date and Place of next Meeting.—It was resolved to hold the next meeting on December 11th, 1933, at the same time and place.

Disaffiliation of London Gliding Club.—It was decided to circulate forthwith a copy of the correspondence to all members of Council with a request that the matter be treated as private and confidential.

It was pointed out that as far as the B.G.A. is concerned no statement could be issued, or any comments on the subject published in THE SAILPLANE until the matter is concluded.

The Hon. Secretary was requested to write to the London Gliding Club pointing out that in view of the letter published on page 200 of the October issue of THE SAILPLANE under the heading of "Politics," and the rumours this has given rise to, the B.G.A. proposes, in fairness to the Association and the L.G.C., to publish the correspondence to date unless the L.G.C. raise any objection.

Proposed co-operation with the Boy Scouts and Rover Scouts Association.—A letter was read from the Secretary General of the Air League of the British Empire dated 19th October, 1933, in which Air-Commodore J. A. Chauvier suggested that co-operation between the Gliding Movement and the Boy Scouts and Rover Scouts Association might be advantageous to both movements. In view of the attempt in 1930 by the B.G.A. to interest the Boy Scout movement in gliding, the Council appreciated and supported the proposal and called for further suggestions.

TO PROSPECTIVE MEMBERS OF THE B.G.A.

Subscriptions of members joining the British Gliding Association in November and December, 1933, will cover

A CLUB FOR MIDDLESBROUGH.

We hear that Mr. F. Thompson, of 10, Mellon Street, Newton, Stockton-on-Tees, has formed a gliding club in Middlesbrough. At a meeting on October 20th, 21 members were enrolled and a committee elected to decide upon building a primary machine and arrange for a hangar, etc. Mr. Thompson has in hand a sailplane of 45 feet span and 4 ft. 6 in. chord, with a fuselage similar to the PROFESSOR, and our informant understands it is now ready for covering.

GLIDING FOR THE UNEMPLOYED.

The Rev. W. E. Woosnam Jones, of St. Peter's Church, Birkenhead, who runs a club for unemployed youths, is instructing them in the building of a Dickson glider. He is himself an aeroplane pilot.

SCUD SAILPLANES



E. D. ABBOTT LTD FARNHAM
SURREY

SLINGSBY SAILPLANES

CARBOROUGH. Tel. 660

All Types of
MACHINES,
MATERIALS, SPARES,
TRAILERS.

PRIMARY TRAINERS of APPROVED
DESIGN, COMPLETE with C. of A.

£45

Workmanship backed with 20 years of Aircraft Experience

HANGARS

For SAILPLANES
and GLIDERS

(As supplied to the London Gliding Club).

In Complete sections for Size 50 x 30 x 3ft. : £107 10s.
easy erection or removal. Any size to order.

G. ELLIS & Co., GAINSBORO ROAD,
HACKNEY WICK, LONDON, E.9

Telephone: Amherst 1091 (4 lines).

FOR ADVERTISEMENT RATES

please apply to:

THE ADVERTISEMENT MANAGER

THE SAILPLANE & GLIDER

43 CHANCERY LANE, :: :: LONDON, W.C.2

"MALLITE" or "APPCO" WATERPROOF SPECIAL GLIDER-PLYWOOD

Manufactured by the
AERONAUTICAL & PANEL PLYWOOD, Co., Ltd.
218-226, Kingsland Road, London, E.2.
Telephone: BISHOPSGATE 3641.

Glider Pilot's Badges

"A", "B", or "C" glider pilots badges are available, price 3/6 post free to members of the B.G.A. and affiliated clubs, 3/6 to others. The badges are 7/8" in diameter with a blue background showing the initial and the birds in white.

Log Books

For Clubs	.	.	.	4/6 post free
For Pilots	.	.	.	7½d. " "

Blue Prints

"R.F.D." primary	.	.	.	£2 0 0 post free
"Falke"	.	.	.	£7 10 0 " "
"Grunau Baby"	.	.	.	£8 8 0 " "
"Scud II"	.	.	.	£8 8 0 " "

**The
BRITISH GLIDING ASSOCIATION LTD**
19, Berkeley Street . . London, W.1

CELLON DOPE

FOR

SAILPLANES and GLIDERS

Cellon Ltd., Upper Ham Road, Kingston-on-Thames

Phone No.: KINGSTON 6061.

Telegrams: "AJAWB, PHONE, KINGSTON-ON-THAMES."



BY APPOINTMENT TO
HIS MAJESTY THE KING



BY APPOINTMENT TO
HER MAJESTY THE PRINCESS OF WALES

"If there
were a
better oil than
Wakefield Castrol
I should use it"

Alan Cobham

