

# THE SAILPLANE

## AND GLIDER

Price  
3d.

### A GERMAN SCHOOL.



A pupil making a training flight at Grunau, where Wolf Hirth is in charge. The sloping strut in front of the pupil has been known to do more harm than good.

### A BIG MEETING AT BUNSTER.

The plans for the big combined Soaring Demonstration and Gliding Competitions which have been organised by the energetic Nottingham Club at Bunster Hill, Dovedale, are going ahead and already the organisers announce that they have five sailplanes promised. If they can get all of them in the air at once it will certainly be a sight worth seeing.

The most encouraging thing is the enthusiasm shown by the Southern Clubs; the Channel Club are going to take a machine to Bunster all the way from Folkestone. This enthusiastic spirit is exactly what is needed and indeed there is every inducement for enthusiasm as Major Currin, the President of The Nottingham Club, is giving a 22 oz. Silver Cup standing some 14 in. high for the best flight of

# CELLON DOPE

FOR  
SAILPLANES and GLIDERS.

CELLON LTD., UPPER HAM ROAD, KINGSTON-ON-THAMES.

Phone No.: KINGSTON 681.

Telegrams: AJAWB. Phone Kingston-on-Thames.



WANTED.—More entries of this type for Bunster.

the Meeting, and in addition a number of gold and silver medals are to be awarded.

There is thus every reason why all Clubs throughout the Country should make an effort and take their primary machines to this meeting. It is the first time that an attempt has been made during the last two years to organise a really National event and for that reason it is up to all of us to make a frantic effort to make a big success of the venture.

It is going to give the Southern Clubs a chance to compare their prowess with that of the Northern Clubs and will afford occasion for friendly rivalry. The ground appears from all accounts to be ideal and there is excellent hotel accommodation available at prices to suit every pocket.

Further, the organisers have the germ of the most progressive idea since the inception of the Movement. They hope to organise a co-operative soaring site and school on Bunster Hill. They know how hard put many of the Clubs round about them are to find adequate training sites and so they are inviting them all to make use of Bunster Hill. Now, Leeds, what about it? A few weeks ago in *THE SAILPLANE* you made public the difficulties you had in finding a site, why not try out Bunster Hill?

We have frequently suggested in *THE SAILPLANE* that Clubs should co-operate to the extent of using the same soaring site. There is no reason why Clubs should lose their local colour and spirit because they use a common site, but by so doing they would save money on the rent, they could possibly contribute towards a communal hangar and later towards the services of a ground engineer who will be found to save both time and money on repair jobs. Also a ground engineer makes the day longer in that members do not have to spend their time getting the machine ready.

It seems to us that Major Currin, Mr. Bullivant, Mr. Burbidge and their associates are really making a worth while contribution to the progress of the Gliding Movement and we feel that it is up to their local Clubs to take advantage of their enterprise. The constant stream of letters to *THE SAILPLANE* reveal a national desire for a training school and the North with characteristic shrewdness looks like being first in the field.

#### POWER-LAUNCHING.

We are very glad to draw attention to the regulations which have been issued by *The British Gliding Association* relating to Power-launching. By recognising that power-launching must come if Clubs are to give their members maximum return for their money and if as many glides per member as is possible are to be made, the Association is leading the way as it should. Not only does the Association say what Clubs must not do, better still it tells them the best way to do it.

Two items would probably be the better for a little clearer expression. Item 2 applies to the method of attaching the elastic rope to the glider. And is meant to convey that although the hook should be of the open "drop off" type, means should be incorporated whereby the pilot can drop the elastic whenever he wishes. We find it a little difficult to visualise such a combination, but if Captain Needham cares to make a sketch we will be happy to publish it.

The other obscurity is in item 9. This has been amended and should read as printed below. This applies to the release at the tail of the glider.

We wonder whether the Dorset method of using a pulley (see p. 315, Vol. 1, No. 39) is not to be commended in that

such an arrangement allows the motor-car to be driven over the level ground on top of the hill.

#### B.G.A. REGULATIONS GOVERNING POWER-LAUNCHING.

Power-launching should be made with the aid of one motor-car attached to the glider with about 60 feet of double  $\frac{1}{2}$  in. shock cord and a length of rope of at least 100 feet inserted between the car and the shock cord. For launching, the glider should face directly into wind with the car in front, the tail being held back in the usual manner or by a quick release. A small flag or other suitable mark should be placed in front of the glider at a distance equal to twice the length of elastic. The launch is made by driving the car forward until the shock cord is stretched to the double length mark, when the release shall be made. As soon as the elastic falls clear of the glider the car should be driven to the left to avoid possible collision with the glider. Power-launching has a greater element of danger than the orthodox launching team method, and, if used, extreme care should be exercised.

These regulations refer only to launching done with the aid of motor-cars in place of the usual launching crew. Auto-towing is covered by separate regulations.

1. Power-launching shall only be used when a qualified Instructor superintends its use.
2. For any method of power-launching, a quick release, operable by the pilot, must be incorporated. The release lever shall be as close to the pilot's hand as can be arranged. The launching hook should be of the open "drop off" type.
3. No pilot shall be power-launched until he has made, in the opinion of the Instructor, an adequate number of flights with shock cord launching.
4. A pilot flying any new type of machine shall receive gentle launches for the first few flights and the first flights on a new type shall be made by the shock cord method.
5. In power launching the speed of the wind must be carefully estimated or measured and allowed for in the speed of the launch.
6. The B.G.A. does not recommend any other method of power-launching than that given above.
7. Those wishing to use other methods must submit their proposed system to the Technical Committee of the B.G.A. for approval.
8. Private groups or individuals are recommended not to employ this method of launching unless in possession of at least "B" Certificates.
9. It is recommended that the pilot shall not give the command "Release" but that this should be done by someone near the machine on receiving a signal from someone in the car or standing near the flag or mark.

Note.—The joint between cable and shock cord should be well made and periodically inspected. (See *THE SAILPLANE*, April 17, 1931.)

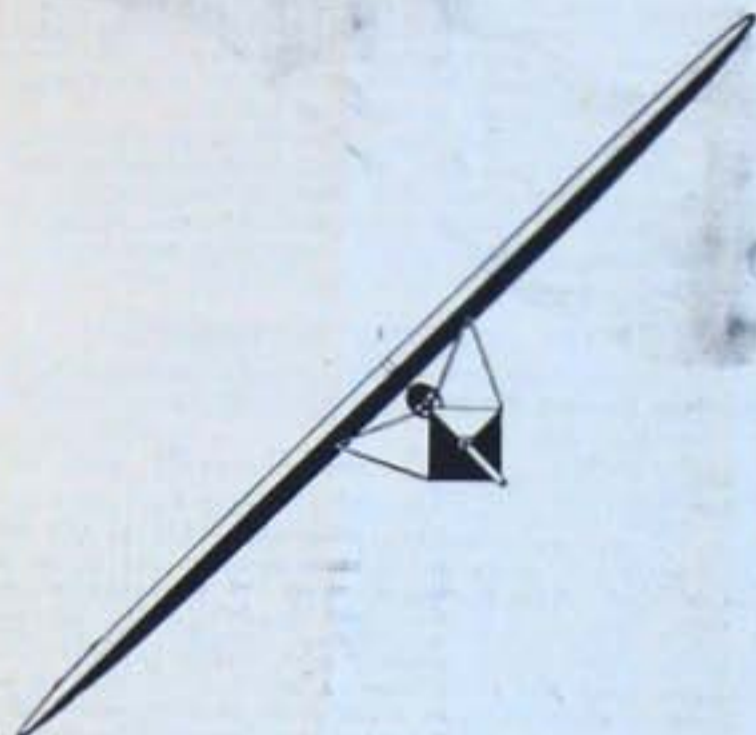
#### GLIDING IN RUSSIA.

According to our excellent French contemporary, *Sports and Tourisme Aéronautique*, eighteen Clubs or Groups participated in the Seventh Soviet Motorless Flying Meeting with a total of twenty-seven machines. The total number of competitors was 218. The Contests were divided into three sections: the first for preliminary instruction; the second for intermediate training or apprenticeship; and the third for advanced students.

Nearly four thousand (3,495) slides or glides were made by the first section with a total of 30 hrs. 24 min. The next section made 520 flights with a total of 16 hrs., and the last group totalled 54 hrs. 2 min. with 112 flights.

According to the same paper a factory is to be started in Russia for the production of gliders. The planned yearly output is to be 1,200 machines. Of these 900 will be training types and the remainder intermediates or advanced types. Some of the machines will be produced complete, the others will be sent out ready for erection by the various Clubs or Groups.

## PILOTS' OPINIONS OF THE "SCUD."



**"THE MOST PRACTICAL  
GLIDER IN THE WORLD."**

### Mr. L. C. WILLIAMS writes :-

"I am writing to say how I enjoyed flying the 'Scud' the other day.  
"It seems to me to be a soarer of great possibilities. It answers its controls instantly, and I noticed particularly the beautiful balance of the controls when turning.  
"Its quick turning will enable pilots to keep well inside the best areas of up-wind when soaring.  
"Its light weight made handling on the ground pure joy."

### Mr. E. MOLE writes :-

"I am writing to congratulate you on your successful design, the 'Scud,' which seems just right at the first attempt.  
"I soared the 'Scud' for over an hour, and it proved a revelation after other types of gliders; the controls answer quickly and smoothly, and enable the pilot to fly with much greater accuracy and confidence than with the usual sluggish control.  
"You have obtained a really effective control without making the machine over-sensitive for the novice, and this quality, combined with the machine's light weight and ease of handling, makes the 'Scud' in my opinion an extremely sound proposition for both novices and more experienced pilots."

### Mr. GRAHAM HUMBY writes :-

"I entered the 'Scud' with some trepidation, having heard rumours of its over-sensitiveness, but found to my surprise that here at last was a British machine with real controllability without discomfort."

### Mr. MARCUS D. MANTON writes :-

"Its small size and light weight make it so handy for ground handling and transportation, there are no other machines which can be man-handled so easily. As an example, you will doubtless remember the occasion when four of us carried it a mile and a half to put it away for the night in a barn.  
"The fact that such a small machine soars so well surprised quite a number of people, but I personally never had any doubts in that direction . . ."

### Mr. C. DONOVAN writes :-

"My opinion of the 'Scud' is that it is an excellent sailplane in every respect. I found that it flew very nicely, responded immediately to the controls, and above all was easy to fly.  
"Other outstanding features are its very good performance and its ease of transport, owing to the extremely light weight, namely 103 lbs."

### Capt. LATIMER NEEDHAM writes :-

"I had expected the 'Scud' to be extremely sensitive to the controls owing to its minute proportions, and I am very agreeably surprised to find how pleasant it is to fly. Its lightness, ease of handling and general compactness make it an ideal machine for the private owner, whilst the neat little trailer is a most valuable feature."

### Major H. PETRE writes :-

"Having had several flights in the 'Scud,' I have pleasure in writing to you with my views regarding it.  
"It is, of course, essentially handy and portable; requires very little storage space and a small crew for launching, and this is particularly suitable for the private owner.  
"As regards the more important question of flying capability, it soars well and by reason of its small size and extreme controllability should be able to make the best of all weather conditions.  
"In my view it is a machine with a big future."

### Mr. H. ALLAN writes :-

"It gives me great pleasure to tell you that I have found the 'Scud' a very pleasant machine to fly.  
"Before my first flight I was somewhat anxious as I had been led to believe that the machine was extremely sensitive. However, directly the machine left the ground it became clear that the degree of sensitiveness was just right, and gave a feeling of security to the pilot.  
"I congratulate you and Mr. Baynes on having produced a machine combining such lightness with such a great degree of strength and controllability."

### Mr. S. SCOTT-HALL writes :-

"I have only had a very short flight on the 'Scud,' but even in so limited a time was very impressed with the quickness of reaction and of the aircraft to control movements, in comparison with that of other gliders. This is particularly noticeable on the ailerons, giving one a confidence which one does not have with a more sluggish control.  
"The stall commences at 26 m.p.h., A.S.I., but the aircraft sinks gently on an even keel and there is no tendency to drop a wing-tip."

### Mr. C. ELLIOTT writes :-

"My first flight in the 'Scud' last Sunday was an unexpected pleasure.  
"The machine behaved remarkably well and I found its extreme controllability a very great help, getting the feel of the plane almost as soon as it was in the air.  
"One of its best points, I think, is the very compact trailer into which it can be fitted and, as you probably know, some of us are thinking of taking a holiday soon and towing the trailer behind an Austin Seven and trying out soaring sites in various parts of the country."

### Mr. D. C. SMITH writes :-

"A most delightful machine to fly, the controls being powerful but smooth and without lag.  
"It should prove an ideal machine for the 'ab initio' glider pilot who intends taking up power flying.  
"The construction and finish of the machine are excellent."

### Capt. R. BENTLEY writes :-

"My two flights on the 'Scud' were the third and fourth I had ever done on a glider, and I found it easy to handle and responsive to the controls, which imply convinced me that it is a very controllable and therefore safe craft of its type.  
"I am therefore sure that it is an excellent machine for improving the 'ab initio' glider pilot and introducing the power pilot to the art of engineless flight."

**"SCUD" E. D. ABBOTT, LTD., "SCUD"**  
FARNHAM, SURREY.

### "THE DAILY MAIL" PRIZE.

At the time of writing (June 16) four entries have been received by *The British Gliding Association* for *The Daily Mail Prize* of £1,000 for a double crossing of The Channel. These are from: the Lyons Tea people who are entering their *Falke* with Herr Krause as pilot (Herr Magersuppe will deputise in the *Scarboro* at demonstrations); Mr. C. M. C. Turner of the Channel Club who is to fly his B.A.C. IV; Mr. Michelson of the Lancashire and London Clubs who is to fly his *Cloudcraft Phantom*, and Mr. Lowe-Wylde who will fly a B.A.C. VII. Entries are expected from Herr Kronfeld, and from E. D. Abbott Ltd. for the *Scud*. Mr. Lissant Beardmore is a likely starter, but his lack (at the time of writing) of a "C" Certificate makes him ineligible for the prize. The R.F.D. sailplane is also expected to enter. We hear rumours of a most unorthodox method of launching this machine.

The famous French pilot, M. Thoret, who has achieved some astounding soaring flights on power machines *avec hélice arrêtée*, that is to say, with the airscrew stopped, is also expected to enter.

The general opinion seems to be that the prize will be won by the first machine to reach an adequate height for a flat glide across the Channel. We have heard little of any reliance being placed on soaring, though no doubt pilots will take every possible advantage of rising currents.

Going to press the news comes through that the entry of the R.F.D. has been accepted. This is to be launched from a balloon!

### A NEW GLIDER FACTORY.

We understand that a new concern is being organised in Scotland to manufacture a well-known range of German gliders and that production should start in the near future. As the designs to be used are already in mass production in Germany the prices are expected to be most competitive. We have been informed that the high-efficiency machine of this range can be sold in Germany for about £75, so we may expect something rather startling in the way of price reductions,—if manufacturing costs can be cut as low in this country.

### A B.A.C. TO CROSS THE CHANNEL.

Before the announcement of *The Daily Mail Prize* plans were already afoot to tow a B.A.C. VII across the Channel. One of these machines has been bought by Mrs. McCorquodale, better known as Miss Barbara Cartland the novelist, and is to be piloted by Mr. E. L. Mole, who will be towed by a *Moth*. The pilot of the latter is to be Mr. E. O. Wanless.

### MORE NEWS FROM THE WASSERKUPPE.

This week's (ending June 13) weather has brought the beginners on wonderfully. It has also provided excellent opportunities for *Flg. Off. Kay* to show what the R.A.F. can do when it tries soaring. He has made two flights of over thirty minutes and two more of over ten, while he has made one landing before the signal rocket.

Another New Zealander has joined the Advanced group, and has already made a most spectacular crash on a *Falke*, stalling her in a bank some twenty feet up. The remaining Englishman in the advanced course is now awaiting propitious weather before attempting his C.

Yet another Englishman in the Beginner's Course is improving his German and flying at an amazing rate. He, also, has proved that when Britain crashes, she crashes spectacularly. It can be truly said that the English colony are acquitting themselves well, since the course is not yet two weeks old.—P. F.

### AN EVERYDAY OCCURRENCE.

"Your turn, next, old man! Hop in," says the instructor. You hop in, and strap up; controls central, rope party lined up, and into wind.

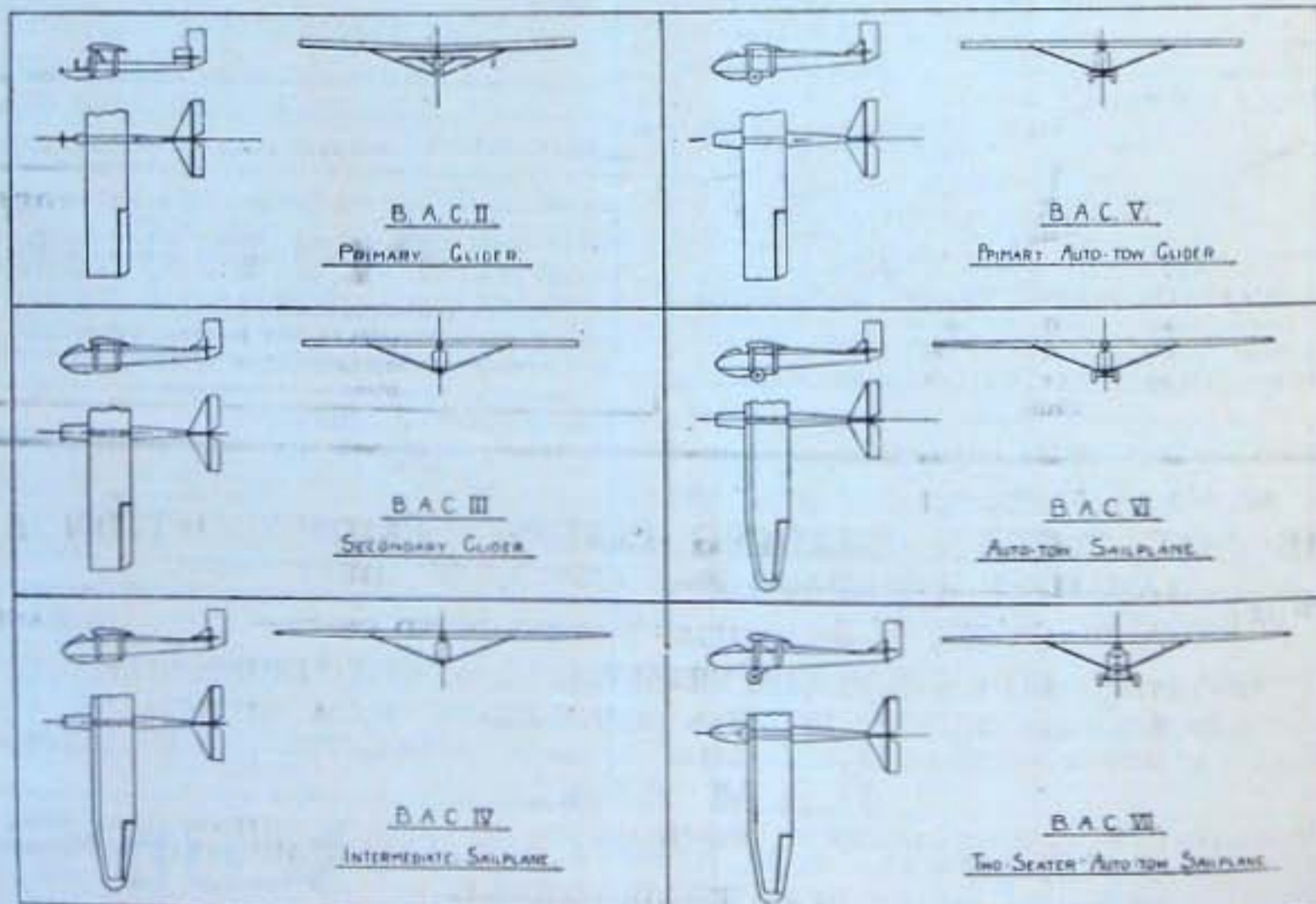
"All correct?" Walk! . . . Run . . . the rope quivers—the glider stirs—Release! . . .

A slight pause—you're off; you feel the wind on your face . . . the wires humming, a slight tilt to the left . . . right stick . . . then an even keel; now for landing—into wind? O.K. Feel for the ground . . . it's coming nearer,—a little flatter—that's better: keep her on, she mustn't bounce. Then you've stopped after another exhilarating flip and you wish the *Club Zogling* was a *Professor*.—G. L. E.

[Our correspondent is anxious to remove the impression that all would-be ab initios have the exciting experiences, albeit dream-ones, so amusingly set out by whoozis.—Ed.]

### PERSONAL.

The Editor of *THE SAILPLANE* wishes to thank all his friends who have written to congratulate him on the birth of a daughter. He is glad to say that Mother and daughter are forging ahead to the Doctor's entire satisfaction. He hopes that these friends will pardon his seeming discourtesy in not answering all their letters personally and he would like as well to ask his readers to overlook any shortcoming in the paper recently as they are a result of various domesticities impinging upon his spare-time job of running *THE SAILPLANE*.



A COMPLETE RANGE.—The six B.A.C. machines which range from a primary trainer to a two-seat sailplane all with interchangeable tail-unit.

## SOARING IN SWITZERLAND.

The following letter appeared in *The Times* on June 15:—

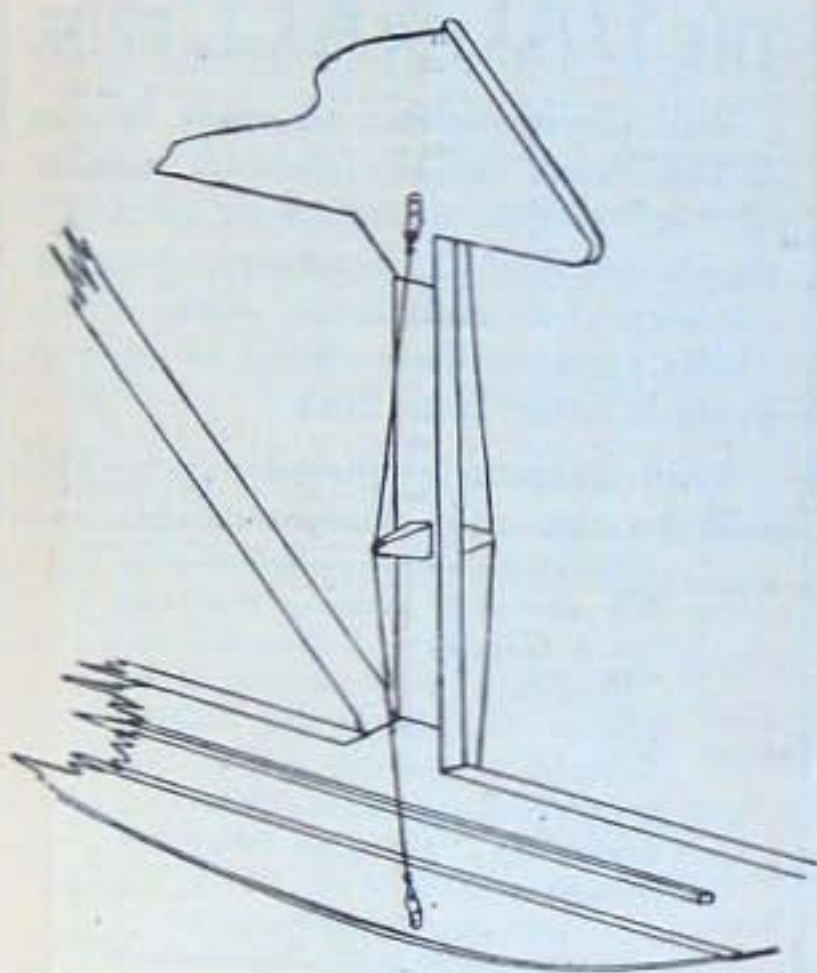
I was watching recently the beginning of a flight by a German glider from the Jungfrau Joch plateau, 13,400 ft. high, and it was indeed stirring to see its grace and beauty in the air. The absence of engine happily prevented any disturbance of the peace of a perfect summer day. One watched the glider circling round, gaining height by using wind currents, until, having made a circle appearing to take in Eger, Monck, and the Jungfrau peaks, it settled on to a straight course for Interlaken. It is good to hear that a safe landing was made there, and one could not repress a feeling of envy for a glider who could ride the winds in a fashion so majestic.

Wengen.

Dr. A. S. WARELY.

This machine was the *Fafnir* piloted by Groenhoff and we suspect that an attempt was being made to reach a record altitude. In any case this flight was probably the first to be made at such an altitude, though about 18 months ago the R.R.G. and Herr Kronfeld made some investigations with sailplanes into the air-currents over another part of the Alps.

On June 11 M. Farner, a Swiss pilot, took off from the Jungfrau Joch and after 1½ hr. in the air at a height of about 7,800 ft. passed over the Mannlichen Mountain and landed near Lauterbrunnen.



**KINGPOSTING THE KINGPOST.**—The method used by the Preston Club for stiffening up the front strut of their primary, and described on p. 324 last week. This method was used by Mr. Wright of the North Cotswold Club.

## A R.R.G. COURSE OF TOWED-FLIGHT.

The Flying School of the Forschungs-Institut der Rhön-Rossitten Gesellschaft has made arrangements for a course of instruction in towed-flight with sailplanes to be held at the Griesheim flying ground, near Darmstadt, from Sept. 1 to Sept. 6, 1931.

The power-driven aeroplane to be used for towing will be provided by the Forschungs-Institut der Rhön-Rossitten Gesellschaft. Only pilots who are in possession of Gliding Certificate "C" and who have passed successfully through a training course of the Flying School of the Forschungs-Institut der R.R.G. at the Wasserkuppe will be admitted to this course; other experienced gliding pilots may be allowed to take part in the course if they are known to the Director of the school as experienced pilots.

The fee for foreigners is M.300. The question of board and lodging is left to the option of the pupil. The Forschungs-Institut of the R.R.G. will endeavour to obtain inexpensive board and lodging in Griesheim. In other respects the general conditions of the R.R.G. schools are applicable.

Applications for this course should be sent to the Fliegerschule der Forschungs-Instituts der R.R.G., Wasserkuppe, post Gersfeld (Rhön), not later than Aug. 10.

## THE LYONS DEMONSTRATIONS.

As announced elsewhere, the Lyons Tea people have entered their *Falke* with Herr Krause as pilot for an attempt on *The Daily Mail* prize of £1,000. This will, however, in no way interfere with their existing arrangements as Herr Magersuppe will act as a "locum tenens" and will pilot the *Scarboro*, the two-seat sailplane of the Scarborough Club, until Herr Krause returns.

This week's demonstrations are at Sherrifmuir, Stirling, and the others are:—

- June 27-28.—Nottingham. Ilam Hall, Dovedale, Derbyshire.
- July 4-5.—Bradford. Ambler Thorne, off Roper Lane, Queensbury.
- July 24-25.—Wilts. Oliver's Castle, nr. Devizes.
- Aug. 1-2.—Southdown Skysailing, Ditchling Beacon.
- Aug. 15-16.—Channel. Valiant Sailor, Dover Hill.
- Aug. 22-23.—I.O.W. Afton Down, Freshwater.
- Aug. 29-30.—Portsmouth. Race Course, Portsdown Hill.

## FOR SALE.

**DICKSON GLIDER.** New C. of A. Obtainable complete. Free delivery 100 miles. Bargain £40. Wills, Ingleside The Walk, Merthyr Tydfil.

**MECHANICAL HAULAGE.** 35 h.p. Packard ideal for auto-towing or mechanical recovery of gliders. Excellent condition. Apply, Bartlett, 32, Dorset Square, N.W.1.

**PRIMARY GLIDER** for sale cheap. Wapham, 26, Nicholson Road, Addiscombe, Croydon.

**STRIPPED BLACKBURN BLUEBIRD.** Slightly damaged. First Five guineas accepted. Make useful glider. Sugden, Barmby, Howden, Yorks.

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

MANUFACTURED BY THE  
AERONAUTICAL AND PANEL PLYWOOD CO. LTD.

215-226, KINGSLAND ROAD, LONDON, E.2.

Telep. 26—BUCKINGHAM 3641.

YOU MUST VISIT ON JUNE 27th and 28th  
**THE NOTTINGHAM GLIDING CLUB'S DEMONSTRATION** at  
ILAM HALL, DOVEDALE, Near ASHBOURNE, DERBYSHIRE.

TO SEE—

THE LARGEST NUMBER OF ENGINELESS MACHINES EVER COLLECTED ON ONE SITE IN ENGLAND

PRESIDENT'S CUP and NUMEROUS SILVER MEDALS for BEST PERFORMANCES.

JUDGING and TICKET FLIGHTS OBSERVED by B.G.A. OFFICIALS.

DURATION ATTEMPTS by MANY FAMOUS SAILPLANES, FLANNEL DANCE, GOOD ACCOMMODATION at

**ILAM HALL,**

FOR FURTHER PARTICULARS and to BOOK ACCOMMODATION—Write to L. BURBIDGE, Hon. Sec.,  
38 ELM AVENUE NOTTINGHAM.

RECORDS TO BE BROKEN—

WHY NOT LET YOUR CLUB BREAK 'EM.

## CORRESPONDENCE.

## What South Africa Wants.

Sir.—I note with pleasure in the latest copy of THE SAILPLANE to hand that the Brandt Scud is to be put into quantity production and entirely agree with the remarks of Mr. Abbot re the necessity of cutting down the size and weight of present-day machines.

However, it appears to be the Primary Training Type that comes in for the lion's share of haulage work, and in view of the success of the very diminutive Scud, it seems to me that any enterprising British manufacturer marketing a Primary Type having a span of say 30 ft. 9 in., chord of 4 ft. 9 in., and weighing about 110 lbs., is bound to do good business.

If such a machine were cleaned up like the *Dagling* it should have a performance equal to most existing types, and could be handled by a smaller crew who would consequently get more flights apiece.

Britain was first in the field with the Light Aeroplane, thus making flying far more popular than it otherwise could have been, and if we can work on the same lines with gliders we shall have performed an invaluable service to a world-wide movement.

Perhaps it is not asking too much of *The British Gliding Association* to develop a Primary type on the above lines, and sell plans to members and Clubs who are in a position to construct their own machines.

(Signed) H. G. HORRELL

(Hon. Sec. and Treas., *Germiston Flying Club*).

## The Ilam Meeting.

Sir.—I was very interested to read the article on a Soaring and Gliding Centre and School for the Midlands at Ilam Hall, Dovedale, Nr. Ashbourne, Derbyshire. I happen to know this site and district very well and have spent many happy week-ends "hiking" amongst the hills.

Bunster Hill, which, I take it, will be the main launching point, is remarkably well placed for soaring and gliding. It will be possible to take-off from Bunster Hill no matter from which direction the wind is coming. Not only is Bunster Hill approximately 600 ft. high, but there are also a very large number of other hills and ranges in the district, so that one can imagine a sailplane taking-off from the top of Bunster, soaring over its horseshoe shape to gain height, then making a circular tour of anything from ten to fifteen miles, gaining height over many other hills and ridges en route, and landing again with ease on the top of Bunster.

Although I only mention a circular route of from ten to fifteen miles, this is the extent of my knowledge, but, judging from the map a much longer flying distance should be possible with lots of up-rising currents, practically everywhere. Hedges and trees are not particularly abundant, as the nature of the soil does not encourage growth of this description. Stone walls are fairly abundant. Even so, when one stands on the top of Bunster Hill one can see plenty of safe landings grounds in all directions. On the top of Bunster Hill also, it will be possible to indulge in towed flight, but this will possibly necessitate the removal of one or two short stretches of stone walls, so that, in the absence of a launching team, one will be able to have a towed launch right to the edge of Bunster Hill and perhaps obtain contact with cumulous clouds.

Not only is this district perfect for soaring, but there are numerous slopes which could be used for primary training. Many of these slopes are far superior to the majority of gliding grounds which I have seen being used by other

Clubs, being free from hedges and trees. There is no "unconscious attraction" for the novice, and practically all the year round the ground in the valleys is soft, making for easy landings. Risk of crashes is therefore very small.

In addition to the wonderful facilities for soaring and gliding, there is that very rare, heaven-sent convenience, a good hotel, within four hundred yards of the site. This is Ilam Hall, and, judging from the remarks of the proprietor, when I saw him during Whitsuntide week-end, he is prepared to do he can to foster the Movement. It appears that he is an ex-R.P.C. pilot, and is young enough to appreciate the significance of the Movement.

In your issue of last week, there was an advertisement inviting all Clubs to attend a meeting to be held at Ilam Hall during the forthcoming demonstration of the Nottingham Gliding Club. As I am keen on soaring, I shall use every endeavour to be present, and, from my knowledge of the site, I would strongly recommend everyone else interested in soaring to attend also.—A HIKER.

## THE DAGNALL PRIZE

Will Clubs wishing to enter for the £10 Prize for the greatest number of "A" tickets qualified by *ab initio* pupils on R.F.D. machines, between January 1st and June 30th, 1931, kindly forward their claims as early as possible after June 30th?

Club Secretaries please note:—This will be the *only* announcement.

*We are still making training type Gliders, "Daglings," "Daglings" with nacelle, Soarplanes, Sailplanes, etc. OUR Sailplane carried off a few prizes at Brighton last Whitsun, including the British Pilot and Machine Record of 1 hour 40 minutes (unofficial).*

THE R.F.D. COMPANY  
Guildford, Surrey.

**SLOWLY BUT SURELY** the superiority of Auto-Towing for efficiently launching all Motorless Aircraft, and as a means of giving *ab initio* instruction, is being admitted

*HERR KRONFELD, when at Balsdean recently, said he would not be satisfied until he had the Gliding Movement efficiently working from level aerodromes.*

**THE AUTO-TOW SPECIALISTS**  
**B.A.C. LIMITED, MAIDSTONE, KENT**

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

Telephones and Telegrams: 4111 MAIDSTONE

## NEWS FROM THE CLUBS.



The "Dorsetkuppe," a favourite site of The Dorset Gliding Club, near Maiden Newton.

### WHERE GLIDING CAN BE SEEN.

- Beds.**—The Bedford Gliding and Flying Club. Week-ends at Woolley Hill, on the Huntingdon-Thrapston road, between Spaldwick and Ellington.
- The London Gliding Club. Meeting place, Turveys Farm, near Totternhoe, on Saturdays and Sundays.
- Dorset.**—The Dorset Gliding Club. Week-ends at Maiden Newton.
- Edinburgh.**—The Edinburgh Gliding Club. Sundays, at West Craigs Farm, between Corstorphine and Turnhouse Aerodrome.
- Essex.**—The Essex Gliding Club. Havering Park Farm, Lodge Lane, Collier Row, near Romford. Week-ends, weather permitting, permitting. See also posted notices.
- Essex.**—South Essex Aero Club. Week-ends, Wheaton's Farm, Laindon (L.M.S. Southend branch).
- Glam.**—Merthyr and District Gliding Club. Sundays, 10 a.m. to sunset, 1-mile left Dynevor Arms, Merthyr Tydfil—Swansea Road.
- Hants.**—The Southampton Gliding Club. Every week-end at Red Lodge Farm, Bassett.
- Surrey Gliding Club. Saturdays, 1.30 p.m. Sundays, 10 a.m., weather permitting, at Stocks Farm, Moonstoke (Old Winchester Hill).
- Hereford.**—The South Shropshire and North Herefordshire Gliding Club at Dinmore, 1-mile from main Hereford-Ludlow Rd. Every Sunday, and Thursday from 2 p.m.
- Herts.**—Herts. and Essex Gliding Club. Sunday afternoons, Eastern Roadways Garage, one mile north of Stortford.
- I.O.W.**—The I.O.W. Gliding Club, at Bowcombe Down, 1½ miles W. of Carisbrook, on main Newport/Freshwater road. Every Sunday from 11 a.m.
- Kent.**—North Kent Gliding Club. Saturdays 1 p.m., Sundays 10 a.m. Joyce Green Aerodrome, near Dartford.
- Kent Gliding Club. Week-ends above Lenham, on the Maidstone—Ashford road.
- The Isle of Thanet Gliding Club. Saturdays and Sundays from 2 p.m. Manston Aerodrome, Thanet.
- Lanark.**—The Glasgow Gliding Club. Barrance Farm, Easter Whitecraigs, near Glasgow. Every Sunday from 11.15 a.m.
- Lancs.**—The Furness Gliding Club, at Raikes Moor Farm, Hawcoat, Barrow-in-Furness. Saturday, 2.20 p.m.; Sunday, 10.30 a.m., weather permitting.
- The Stockport Gliding Club. Every Sunday afternoon at Woodford Aerodrome, Manchester.
- The Preston and District Glider Club. Week-ends at Butler's Farm, Beacon Fell, 2 miles from Inglewhite and 7 miles from Preston.
- Northumberland.**—The Newcastle Gliding Club. Training Ground: Denton Bank, Newcastle. Saturdays 2.30 p.m., Sundays 10.30 a.m., Wednesdays 7.15 p.m. Weather permitting.
- Notts.**—The Nottingham Gliding Club. Mr. Ellis's Farm, Kneeton Road, East Bridgford, Notts. Every Sunday, weather permitting.
- Staffs.**—The North Staffs. Gliding Club. Week-ends at The Downs Banks, Barlaston Downs, near Stone, Staffs.
- Surrey.**—See under Hants.
- Sussex.**—Southern Soarers Club. Newmarket and Baldean, between Lewes and Rottingdean, near Brighton. Week-ends by arrangement, for Soaring. (Phone: Hove 5114.)
- Southdown Skysailing Club. Every Sunday, Ditchling Beacon.
- Salopian Club. Every Sunday, at Smallbone, London office: City 1121.
- Warwick.**—Rugby District Gliding Club. Cote Hill Aerodrome, Husbands Bosworth, Rugby.
- Wills.**—The Wiltshire Light Aeroplane and Glider Club at Easton Hill, Alton Priors Range, Bishop's Cannings, near Devizes.
- Worce.**—North Cotswold Gliding Club. Every Sunday at Fish Hill, above Broadway Village, from 1.30 p.m.
- Yorks.**—The Accrington Gliding Club. Wednesdays, Saturdays, Sundays, Hambleton Hill. One mile along Burnley Road.
- The Bradford Gliding Club. Saturdays, 1.30 p.m., Baildon Moor, Sundays, various alternative sites are being tested with a view to permanent use.
- The Huddersfield Gliding Club. All day Sunday near the Plough Inn, 11 miles from Huddersfield, beyond Newmill, on main Sheffield Road.

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

### THE CHANNEL GLIDING CLUB.

In view of a model glider competition which the C.O.G. is to hold during the summer months, a few of the technical members spent June 13 experimenting with variously-designed models. The performances put up by these were really remarkable. They were launched into the wind from the top of the ridge forming our soaring site. Height was obtained from a steady wind blowing up the hill and after travelling three to five hundred yards from the face of the cliff the models turned across and finally down wind, occasionally landing within a short distance from the starting point. The manner in which these small gliders adjusted themselves when meeting the varying air-currents was almost uncanny to watch. The impression created was that lilliputian pilots were in control.

One model made a flight of 2 mins. 5 secs. Later in the day a second machine made a soaring flight which we were unable to time owing to it vanishing from view behind a ridge. There is no doubt, however, that this flight was in excess of the above time. We shall be pleased if the Editor of THE SAILPLANE can inform us of what is the record model glider flight. Some of our members are of the opinion that the above, 2 mins. 5 secs., will prove a record. It appears to the writer that the flying models would be of great help to a Club in obtaining knowledge of air-currents forming around a soaring site.

While speaking of records: does the following constitute one? Our youngest "A" pilot made his qualifying flight at the age of 15½ years. We shall be interested to learn if anyone younger has yet qualified.

On Sunday, June 14, the R.F.D. was taken to a site on The Velland Sailer ridge. The object of this expedition was to discover if it is possible to qualify for "B" Certificates from this point. A strong wind was blowing straight up the cup and this increased in intensity during the afternoon. It was decided that only the very advanced pilots should be allowed to fly. An exciting time followed.

As the machine cleared the edge of the ridge, the full force of the uprising currents was felt and pilots found themselves soaring fully fifty feet above their starting point. A newly-mown hayfield at the bottom of the slope provided a perfect landing ground. It seemed to the onlookers that the pilots, after sampling the conditions prevailing over the ridge, decided to get down to it with the least possible delay. This, however, was not the case. The force of the wind was so great that it was wisdom to get away from the edge of the ridge even if it did mean an earlier landing. A primary was hardly the machine for the prevailing conditions. Everything taken into consideration, the quality of the flying was of a very high standard and the afternoon was spent in a profitable manner.

The final effort was a particularly good one. To the members on the ground it was thrilling to see our old and trusty R.F.D. winging its way through the air in a soaring flight that would have done credit to a more advanced machine. It certainly made some of us sit up and take notice. Given proper wind conditions, our instructors are of the opinion that this site should prove to be a "B" one. So our expedition achieved its object and another step in the right direction has been taken.—L. H. H.

[We have no records of soaring flight by models. The Channel Club seem to have achieved some notable results, but results would depend on height of launching and wind-speed.]

The Club are to be congratulated on having the youngest "A" pilot, we should like a photograph for publication.—Ed.]

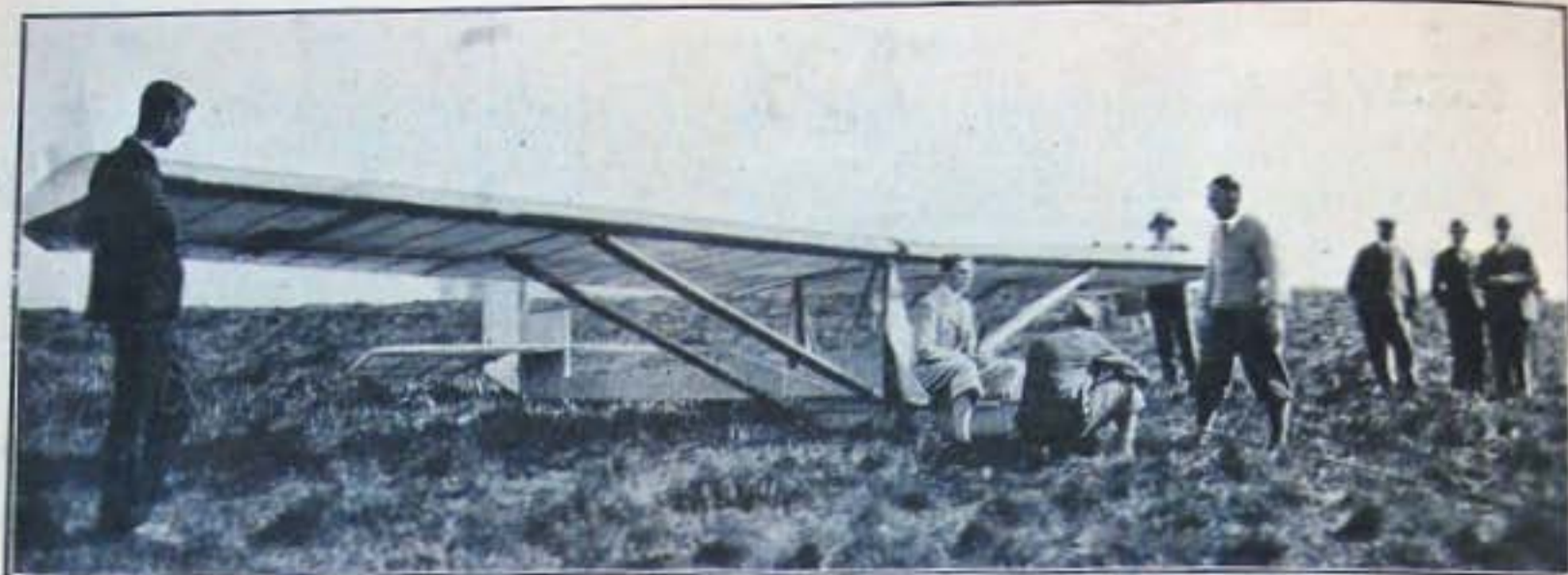
### THE FURNESS GLIDING CLUB.

An unexpected visit from Mr. Rex Watson on June 13 led to a most successful meeting on the Sunday. Inspired by the fact that a Wasserkruppe-trained "B" pilot was available to give a verdict on machine and site alike.

The weather in the morning was not at all promising, but about 1.0 p.m. the rain ceased and our enthusiastic Ground Captain, who had been in attendance at the Farm from 10.30 a.m., predicted better conditions with the turn of the tide and a special effort was made to muster a party sufficient for our needs.

By 3.0 p.m. all was in readiness for a start to be made on a site where 30 secs. would be possible, but for which authority is not forthcoming as yet. Master Watson, who by the way is not yet 18, took a test flip in the machine, and his ease of control was most reassuring as to the merits of the machine and evidence of the experience of the pilot.

A launch was now made from the brow of a hill and over a light fence into a considerable flat bounded by woods at the further side. An excellent flight was completed by a neat left turn, the



Mr. Watson about to take-off in the B.A.C. II of the Furness Club.

machine landing well clear of any obstacle. Despite a light wind of not more than 6 m.p.h. a 35-sec. flight was recorded, and encouraged by this and the good example shown by the youthful flier the more experienced members of the Club were most anxious to follow on.

Mr. V. Foster next took to the air and surprised everyone by his successful recovery from a side slip, after which he executed partial left and right turns and eventually landed neatly after quite a creditable flight of 25 sec.

The Ground Captain now demonstrated the straight fast glide in a very able way. Enthusiasm was now running very high, aided to no small extent by the fact that we were culling stolen fruits in launching into foreign territory.

Mr. C. Britton was next to be run out, and due no doubt to his taking the instructional remarks, from R. Watson, too literally, he zoomed off into the blue, attaining a rather considerable height. The machine then settled into a glide which was half a dive. Presumably the rapidly-approaching ground affected the control of the machine, for the machine nose lifted up and the machine was caught somewhat down wind. Proximity to the ground didn't permit of correcting this fault and it was now left to the pilot to choose his landing spot, for hazards were now in evidence close to hand. A pond was essentially preferred to a hedge as a landing spot, and the baptismal ceremony was rather blotted by the mud bath which followed.

A thrilling 24-second flight without a doubt, but the entrant failed to come out with a clean sheet. Needless to say the machine didn't come off exactly spot free, but repairs are in hand and proceeding apace—after all it was really worth it after our cramped efforts for months previous.—w. s.

#### THE HULL EXPERIMENTAL GLIDING CLUB.

The Hull experimental Gliding Club, whose first machine, the Radlock trainer, was illustrated some time ago in *THE SAILPLANE*, are progressing favourably. They meet every Tuesday, Wednesday, Thursday and week-ends, so that they are not wasting much time.

#### THE SOUTHERN SOARERS' CLUB.

In spite of the rough winds this Club was at work over the past week-end, on both June 13 and 14, and in addition to the Club machines there were three visiting machines flying over our site.

Of our own members, Mr. E. K. Hobins, made a pretty flight of 36 secs., with a smartly-executed wing-tip landing to avoid a bush. But for the presence of telegraph wires he would have prolonged the flight, as the Club's soaring machine seems to be more difficult to bring down than to keep up! By this flight he completes his two preliminary flights in qualification for his "B" Oerli Strate, which we hope he will take next week-end.

Dr. Allan also made a good, long, steady flight in his Scud, with a perfect landing in spite of the

gusty conditions. Another of our members, Dr. Alan McGlashan, made a short soaring flight in the Club's twin machine, and effected a neat, though spectacular downhill landing under perfect control. Of the visitors, members of the Surrey Club enjoyed many flights on the Saturday in their Dagleing, and on Sunday their Praxing performed extraordinarily well in the high wind prevailing. Captain Stratton is to be congratulated upon making a good landing on the hillside with a jammed rudder, although the machine immediately afterwards blew clean over in the strong wind.

Mr. O'Donovan is to be congratulated upon his miraculous escape, with very little injury, from what looked like a fatal accident, when his machine crashed from about 30 feet up. Altogether the conditions were such as only experienced pilots could fly.—r. w.

[We are informed on good authority that the Scud was crashed as the result of a stall while flying down wind, the pilot judging his air-speed by ground-speed, lost control. Even then we are informed that the Scud did not dive into the ground, but sank with the nose about 10 deg. down. It was blown over on landing.—En.]

#### A POSSIBLE MERGER?

We hear rumours that The Sheffield and District Gliding Club has placed a proposal of amalgamation before the Manchester, Matlock and Huddersfield Gliding Clubs, as well as others, with a view to combining forces and using a communal site, sharing an instructor and so on. The sites of The Huddersfield Club at Flouch and Tinker's Monument are mentioned as being likely places for the combined activities of the heretofore separate Clubs. The old phrase seems apt, "United we stand . . ."



Part of the Ilkley Club's site of 1,500 acres at Maltham.

Printed for AERONAUTICS LTD., by BONNER & CO. LTD., The Chancery Lane Press, Rolls Passage, London, E.C.4; and Published by AERONAUTICS LTD., at Cannon House, Pilgrim Street, Ludgate Circus, E.C.4.

EDITORIAL AND ADVERTISEMENT OFFICES OF "THE SAILPLANE," 175, PICCADILLY, LONDON, W.1.  
ACCOUNTS AND PUBLISHING OFFICES, CANNON HOUSE, PILGRIM STREET, LUDGATE CIRCUS, E.C.4.  
Telephones: Editorial Regent 1916; Advertising: Regent 5373; Publishing: Central 5822.