

# OCTOBER 31, 1930

## THE FURNESS GLIDING CLUB.

Founded just three months ago, the Furness Gliding Club can now claim to be well established.

A suitable training site approved by the B.G.A., to whom the club is affiliated, has been secured at Gleaston Park Farm, Gleaston, W. Ulverston, whilst headquarters and Club rooms suitable for construction work are available at East Mount, Barrow-in-Furness.

Following visits paid by members of the committee to Gliding Meetings, the purchase of a British Aircraft Co. machine, type B.A.C II, was decided on—the machine to be delivered to our site on Oct. 26.

Following on the conference of Northern Gliding Clubs at Scarborough on Oct. 4th and 5th at which our Club was represented, arrangements were made for the Scarborough Club to assist us at our opening meeting.

The outcome was a most successful demonstration of Sailplaning by Herr Magersuppe at Out Park, Kirkby-in-Furness, on Oct. 25 and 26. A 2-seater Sailplane was used and passenger flights were made. As a point of interest may be mentioned that a lady was passenger on the second trip made.

On Oct. 25, rather a strong wind prevailed, and Herr Magersuppe expressed the opinion that if a sealed baro-

graph had been available he would have attempted to break the altitude record. Duration of flights was limited only on account of the short time available. A height of 1,000 ft. above the starting point was easily attained.

On Oct. 26 the B.A.C. delivered the Club B.A.C. II type primary Glider, also the fuselage necessary to convert same to a B.A.C. III type Secondary Glider. Both types of machines were successfully demonstrated by Mr. Lowe Wylde, of the B.A.Co. A glide of some 1 minute's duration was attained on the primary.

As the secondary type was not tested until the afternoon, when the wind had dropped considerably, Mr. Lowe Wylde was unable to soar above the starting point and after gliding for some  $1\frac{1}{2}$  miles, he eventually landed on the hillside below the starting point. Herr Magersuppe also flew in the B.A.C. III machine with like result.

The Club, who were fortunate enough to secure Commander C. W. Cowen, O.B.E., R.N., of Messrs. Vickers-Armstrong, Ltd., as their president, hope to begin training almost immediately. Meantime inquirers and intending members should apply to the Secretary, R. Cuthill, 31, Church Street, Barrow-in-Furness.

# NOVEMBER 14, 1930

## THE FURNESS GLIDING CLUB.

The Furness Gliding Club is now getting down to the serious business of training on the site at Gleaston Park Farm.

Successful meetings were held on Nov. 1 and 2. Proceedings terminated on Nov. 1 with the first "crash," when a skid was damaged. This was repaired in time for instruction to continue by noon on the following day and numerous slides and hops were made.

Nov. 8 saw a resumption of operations, and a number of short hops were made. As before, a minor crash occurred, and although the damage was put right in time for instruction to continue on the Sunday, bad weather put an end to training for the day.

The Club will hold its first General Meeting on Saturday, Nov. 15, at the Imperial Hotel, Barrow-in-Furness. The General Meeting will be preceded by a Public Meeting, at which a lecture will be given.

Films showing Herr Mageruppe's flights in the Scarborough Club's two-seater sailplane at Kirkby in October should prove interesting; the Club will also have the pleasure of seeing a film of Mr. Lowe Wyld in the Club's own machine. The public will be given an opportunity of joining the Club, prior to the General Meeting.

Particulars may be obtained from the Sec., Mr. R. Cuthell, 31, Church Street, Barrow-in-Furness.

# APRIL 3, 1931

## THE FURNESS GLIDING CLUB.

Lack of favourable weather, and latterly the loss of our training site, has prevented this club from featuring in the news columns of late.

We have been fortunate enough to secure a site for operations this coming week-end, when we hope to put in some concentrated training, and arrangements are in hand for an extended lease of the same.

A constructional section of the Club has been formed, and a trailer built for the transport of our machine. Although not completely

finished, the trailer gave every satisfaction when called on to assist in the removal to our new training site.

With the approach of the long evenings, and as our new site is only 2 miles out of town, we hope to have no lack of attendance at future meetings.

Members from this Club visited Blackpool on Mar. 15, to witness the Auto-Towing Demonstration arranged by the National Flying Services, arriving just in time to see Mr. Lowe-Wylde, of the British Aircraft Co., take off from the roadway and alight on the aerodrome—a neat piece of work. Quite a number of instructive flights were given, impressive of the safety of this method of instruction, in capable hands, and of which film records were secured.

# APRIL 17, 1931

## THE FURNESS GLIDING CLUB.

Despite, or in consequence of, the fact that we were favoured with fair weather for the Easter week-end our four-day meeting had rather a feeble send-off. By noon, however, on Friday, members were sufficient to warrant a start being made by way of sampling the several fields placed at our disposal.

The first site was heavily ridged, and in consequence the take-off and landing were distinctly bumpy. A change of site to a flatter field brought disaster rather than relief from the rocky passages previously indulged in for at the first attempt on it a hedge evidently made itself too conspicuous and prompted the zogler to put on rudder. The machine was duly removed from the scrub and work put in hand immediately on the reconditioning. This was effected by noon on Saturday, by which time a fresh and gusty wind ruled the day and in consequence the control of the machine was very tricky.

In all flights the machine veered to the right, the ailerons being powerless to correct this, whilst rudder resulted in side drift. Persistence in these results led to the suspension of operations for the day, and this action was commended in that it ensured that the machine was materially sound for Sunday's operations, which promised to be the most effective.

Sunday came up to expectations, and in all some dozen members were able to make several flights apiece, under the captaincy of Mr. J. F. Latham, whilst the duties of instructor were very effectively performed by Mr. F. Pilling, of the Surrey Club (also member and Council Representative of the Furness Club), whose presence and assistance were much appreciated.

This concluded the operations for the week-end for on Monday there was a distinct lack of brawn and wind, whilst the machine itself had to confess to shaky supports.

# APRIL 24, 1931

## THE FURNESS GLIDING CLUB.

On Sunday, April 12, the Club machine once again took the field—unfortunately it did so in more than one sense on the second flight, with the result that the forepart of the skid was smashed. The wind conditions prevailing were most uncertain, as was more evident when some days later a slow-motion film was shown of the operations and clearly indicated a "bumpy" state of affairs.

As a start-off the proceedings were anything but encouraging, particularly in view of the fact that the Lancaster and Morecambe Motor Club had announced their intention of paying us a visit to see our machine in flight. To ourselves the arrival of the visitors was most timely and we lacked no assistance in dismantling the machine and transporting to our field headquarters for reconditioning. One member with cycle and side-car hitched on to our trailer effected a speedy and safe journey back to H.Q.

The damaged skid, for such it was, was speedily removed, and the spare fitted in place, and in little more than an hour's time we were ready for the field again. This time in view of a further change in wind direction, etc., a change of site was decided on, and as this was only some 100 yards away the machine was soon assembled ready for service again.

Several successful flights were carried out, the visitors supplying the bulk of the brawn for the "Sandow de lancement." Flying was then suddenly terminated by an over-abrupt landing, caused by the rope failing to release, and skid No. 2 gave up. By this time the visitors were preparing to depart and accordingly they were relieved of any possibility of missing something spectacular.

Looking back over the sequence of events, as witnessed by them, it seems that perhaps the disappointing (to us) exhibition would stand them in good stead, in so far as those interested in Gliding would have realised that we gliders have our share of troubles, but that with the proper functioning of the "team spirit" these can be made light of.

During the week our Ground Engineer, Mr. W. Butterfield, who has had extensive experience in aircraft construction (R.100, etc.) read a paper on Motorless Flight to a meeting of Club members. Mr. Butterfield very ably described the nature of air currents, their action on aerofoils, and the governing features of gliders and sailplanes, and made a point of stressing the need for "flying speed" to ensure proper functioning of the control surfaces of these machines.

The lecture was unfortunately attended by a meagre number and it is as well that the absentees should know that the lecturer had a very enthusiastic reception at Manchester on Friday, April 17, when he gave a similar paper before a gathering of technical men, at which the local Gliding Clubs were well represented. The paper was in both instances suitably illustrated by diagrams, etc., and effectively backed up by a display of Gliding films depicting of catapulted and auto-towed flight.

With the advent of the lighter evenings the members of the Club are being asked to scour the neighbourhood for a site where certificate work can be indulged in, failing which we shall be glad to hear of neighbouring Clubs, who have such a site, in anticipation of trying out our machine there. R. C.

# JUNE 5, 1931

## THE FURNESS GLIDING CLUB.

Since the last appearance in these columns of notes from the above Club quite a considerable amount of time has been spent on our machine, during which time the whole thing has been tuned up and packing inserted under brackets where required.

Our efforts were well rewarded in the recovered controllability of the machine. While this in itself has a direct reflection on the extent of skid damage likely to be occasioned, with bad landings, the opportunity was taken advantage of, nevertheless, to strengthen the centre-section of the fuselage and generally stiffen up the skid. Much of this work, unfortunately, had to be repeated at a later date, on account of an untimely disaster when the machine went diving into the ground. However, this was all successfully overcome and the machine ready and fit at Whitsuntide.

A last minute decision was made to enter for one at least of the competitions at Ilkley, and so it happens that at 5.0 a.m. on Sunday, May 24, the Furness Club machine and trailer were dragged out of bed and the journey commenced. Our Ground Engineer, Mr. Butterfield, took the wheel, while the Ground Captain, Mr. W. A. Stevens, appointed himself traffic superintendent. Conditions were not exactly over encouraging, but that, in consideration of the early hour, was not taken amiss. A light rain came on later in the morning, but by the time we arrived at Ilkley (9.15 a.m.) well! it was wet.

Woofa Bank! Here indeed was a dismal desolation—even the Furness squad could not brighten things.

After posting up our arrival and announcing our intention of proceeding to Ilkley, (we actually set off), good fortune fell to our lot in that we were able to house our machine at an adjoining farm. So engrossed were we in changing tyres (not attire) that the now incorrect notice went unheeded, and resulted in the remainder of our party, the late starters and unencumbered, going on to Ilkley, where they resorted to a house to house search for the missing package.

Representatives of J. Lyons and Co. and of the Ilkley Club arrived at the flying (or was it swimming?) field later on in the morning in time to post cancellation notices for the day, and the opportunity was taken of letting our members (that detachment) make a careful inspection of the "Westpreussen" and the "Falke" while yet intact.

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The mislaid detachment, I am informed, made a similar tour of inspection later on in the day, having fallen in with some of the Ilkley Club during their rounds.

We all felt a bit annoyed that we could not extend our visit until the following day (when good conditions prevailed), but would like to record our hearty appreciation of the reception we received from all the gliding fraternity and for the sporting offers from the Ilkley Club by way of assistance, should we feel at any time disposed to paying them another visit.

Now that it is all over—the return journey being accomplished under ideal conditions—we feel quite pleased with the endurance trials of the trailer—200 miles without a hitch sounds somewhat of a perpetual motion, what!). By way of proving that the machine, at least, was none the worse for the journey operations on Sunday, May 31, were very successful, some 30 good, clean flights being accomplished. It speaks well for the recent modifications and adjustments carried out that remarkable ease of control was attained, while for the first time for many week-ends the machine was housed after use in a completely serviceable condition.

This state of affairs augurs well for the Club's progress in the next few weeks, and we have every hope of being able to follow up with something achieved by those of our members who are at the qualifying stage for certificates.



October 14, 1931.

## THE FURNESS GLIDING CLUB

Stowed away, as we are geographically, in this North-West corner of England, with no Gliding Club within 70 miles, and scarcely ever a visitor from other clubs, our members, up to a month or so ago, derived their only encouragement from reading "News from the Clubs."

As with other Clubs our greatest, but by no means only, difficulty has undoubtedly been the lack of a really good site. Farmers generally have been most helpful; self-styled sportsmen, with gun or golf club, just the reverse.

Here are we within easy reach of fine soaring terrain and training grounds, and yet for months obliged to withstand the ridicule of passers-by who laugh at our struggles to achieve a 15-seconds glide, and snigger when we attempt to point out our limitations. At last, like a "Bolt from the blue," we succeeded in securing for one day a site which, if not the ideal, at least is far in advance of anything hitherto available.

The "old contemptibles" turn up, as it happens, in just sufficient numbers to carry out launching. Each man in turn is shot off the hill and dives over hedges into the landing field. We are staggered to find that we finish the day with the machine intact after a number of hazardous 15-second flights. The end of the day finds us tired, but fired with a new enthusiasm.

September arrives—the last month of our first year of operations—and with it a youth, Wasserkuppe trained, in the person of Master Rex Watson (son of Mr. Jas. Watson, whose connection with the building of British Airships is well known). This young man proceeds to demonstrate that our much repaired B.A.C. II can be flown so slowly that rocks, boulders, and whin bushes need hold no terrors for an accomplished pilot when landing. Our Ground Captain, Mr. Stevens, decides to have a try-out, and after two attempts finally succeeds, by clocking 32 2-5th seconds, and that on a site long despised as being much too risky and dangerous—not that it isn't either. The dreaded stall having been robbed of its terrors we now apply for extended permission for this site, which has brought the Club its first "A"—and strangely enough we get it.

Sept. 20 arrives—all glorious and the weather O.K.—but the wind is coming from a different quarter, with the result that fresh hazards have to be contended with. However, nothing daunted, we get to work, and Mr. Stevens takes the first flight off the hill top, with boulders, roadways and walls beneath him yet to be dodged. There is much speculation as to whether he will safely reach the flat fields beyond.

*Walk! Run!! Release!!!* And away goes the machine on a flight which, as it proves, paves the way to Club history. Here at last is a site which makes possible the securing of "A" tickets.

Mr. Vernon Foster next takes over the controls, and although his times are good (one flight was of approximately 40 seconds duration) he is not deemed to have qualified for his "A" on account of his devious course. Obviously the Observer was not prepared to recommend certificates cheaply.

Next comes our Ground Engineer, Mr. Butterfield, who by the way is older than he cares to admit (so he says, but his enthusiasm is youthlike) and weighs in at about 15 stone. The walls seem to worry him, and he is obsessed with the idea that he must dive to reach the safety of the greensward below. After smashing the rudder bar he is surely disillusioned, and at his third attempt, and with a time of 32 2-5th seconds, he glides his way gracefully into our "A" team.

Mr. Foster once again takes over, and thrills everyone as the rope leaves the hook prematurely. The machine settles on the tip of the hill, then lifts again, but with little or no forward speed. Not being exactly desirous of trying conclusions with the wall beneath, the pilot turns and lands on the steep hillside amongst rocks and other obstacles. The machine is, however, practically unscratched, and after examination enters the arena again. A great day concludes with a final flight by Mr. Foster.



November 6, 1931.

### FURNESS GLIDING CLUB

The great progress made by the Furness Gliding Club was commented on by the speakers at a dinner following the second annual general meeting which took place in the Imperial Hotel, Barrow, on Monday evening.

Captain John Fisher, who presided, apologised to the gathering on behalf of Commander Craven and Col. W. F. A. Wadham, who he regretted were unable to be present, and welcomed the Mayor of Barrow, Herr Maggersuppe, Herr Haack, Major Filmer, the distinguished representative of the Navy and all guests. He congratulated and thanked all those who had done such splendid work for the club. He was pleased to say that the Club's "budget" was balanced and humorously reminded the company that their subscriptions were now due. There had been no casualties during the year and six members had qualified for "A" certificates. Emphasis was laid on the necessity for more machines for one can hardly run a club like that and expect to make such great progress when the machine was under repair.

Capt. Fisher went on to say that a better ground was needed—one which would be suitable for flying under all weather conditions. Continuing, the Chairman said that Major Filmer, of Kendal, had consented to come and tell the gathering what was being done there in the sphere of gliding. He wished the gliding club, which was contemplated, every success, and expressed a desire that there should be every possible co-operation between the clubs. In conclusion Capt. Fisher paid a tribute to the untiring efforts of the hon. secretary, Mr. R. Cuthell, and the other officials of the club, who had done so much for its success.

Major Filmer, after giving thanks for his kind reception, said that the only progress made in Kendal had been to collect £50 or £60. He tendered his heartiest congratulations to the Furness Gliding Club on the wonderful progress they had made. He promised to make the suggestion to his committee that the Barrow and Kendal Clubs should combine in some way although no machines or flying site had been acquired. Major Filmer described in a graphic manner some of his experiences in one of the largest gliding schools in Germany which he had visited a few weeks ago. He repeated that he would do his best to bring about the amalgamation of the two clubs.

The Mayor (Ald. R. T. Dockeray) said he was there because he was interested in gliding. Although not a commercial proposition, it was giving great impetus to air traffic of the future. Recently when crossing the Atlantic he was struck by the grit the men who had flown the huge "pond" must possess. He hoped that the gliding club would continue to increase its membership, and said he felt inclined to give the club some help himself. He concluded by expressing the desire that the club would go from success to success and keep on the right road.

Ald. Dockeray then presented club badges to Messrs. Stevens, Butterfield, Foster, Britton, Burnett, and Redshaw.

In a brief speech Herr Maggersuppe, the well-known German sailplane expert, thanked those assembled for their kind reception. He regretted that the weather had rather handicapped them on occasions, but they had given some very good shows. His explanation of the soaring of a glider in the face of a wind and his experiences in Germany and this country were described in a very illuminating manner. He ended by saying, "We have tried to help the gliding movement over here by giving lectures and demonstrations. I am very glad to be able to say that gliding as a sport is building a bridge between England and Germany. I feel very much at home here, and I hope we shall continue to be united not only on the basis of politics, but also of the sport we all love so much." A cinematograph show of the club's activities was much appreciated, and provided splendid and instructive entertainment.

As a forerunner to the club dinner, the club held its second annual general meeting under the chairmanship of J. H. Saunders. The following officials were elected for the year 1931-32:—President, Comdr. C. W. Craven, R.N.; chairman, Capt. John Fisher; vice chairman, Mr. J. S. Redshaw; hon. treasurer, Mr. H. B. MacLaren; hon. general secretary, Mr. R. Cuthell; ground captain and instructor, Mr. W. A. Stevens; ground engineer, Mr. W. Butterfield; committee, Messrs. C. A. Britton, V. Foster, R. W. Symons, J. H. Saunders, G. L. Lock, and J. C. Redshaw.

November 20, 1931.

## THE FURNESS GLIDING CLUB

For our meeting on Oct. 17 and 18 we again secured the use of a site on Kirkby Moors, where Herr Magersuppe last year soared splendidly with the SCARBORO Two-seater.

On the 17th the weather was good, but a complete lack of wind prevented Herr Magersuppe from entertaining the crowd by soaring flights in the TERN, which was lent to us by Messrs Airspeed Ltd., of York. He therefore took off by auto-towing, but the car eventually dived into a hollow and threw both occupants through the windscreen.

After this he had to content himself and the spectators with a series of long glides in the TERN and in the Club's own machine rigged as a B.A.C. III.

On the 18th, instead of the westerly wind for which we had prayed, we were given a north-easterly breeze. Barographs and observers were therefore useless and again Herr Magersuppe had to make the best of a bad job, which he did by launching the available machines across wind and landing them on a declared spot whence they could be easily recovered. A hunt for thermals was fruitless.

In the meantime our friends from Preston, Accrington and Kendal had arrived, and we heartily trust that they enjoyed their trip. Mr. Graham made one flight on the Preston R.F.D., which proved the tricky nature of the terrain on this day. We must explain that the change of site had rather upset our organisation; otherwise we might have found time to be more hospitable and entertaining to our visitors.

The day ended with a three-mile glide, Herr Magersuppe, in the TERN, cheering up the departing spectators by circling over the Askam railway station before landing on the village green or thereabouts.

To all our helpers and to the DAILY MAIL who lent us a loud-speaker outfit, and to the farmers who by their generosity made the meeting possible, we tender our heartiest thanks.

If only the meeting had taken place one week earlier, when the breeze was in the right direction, we know now that the TERN would have created new records while we sat quietly as spectators.