SAILPLANE AND GLIDER

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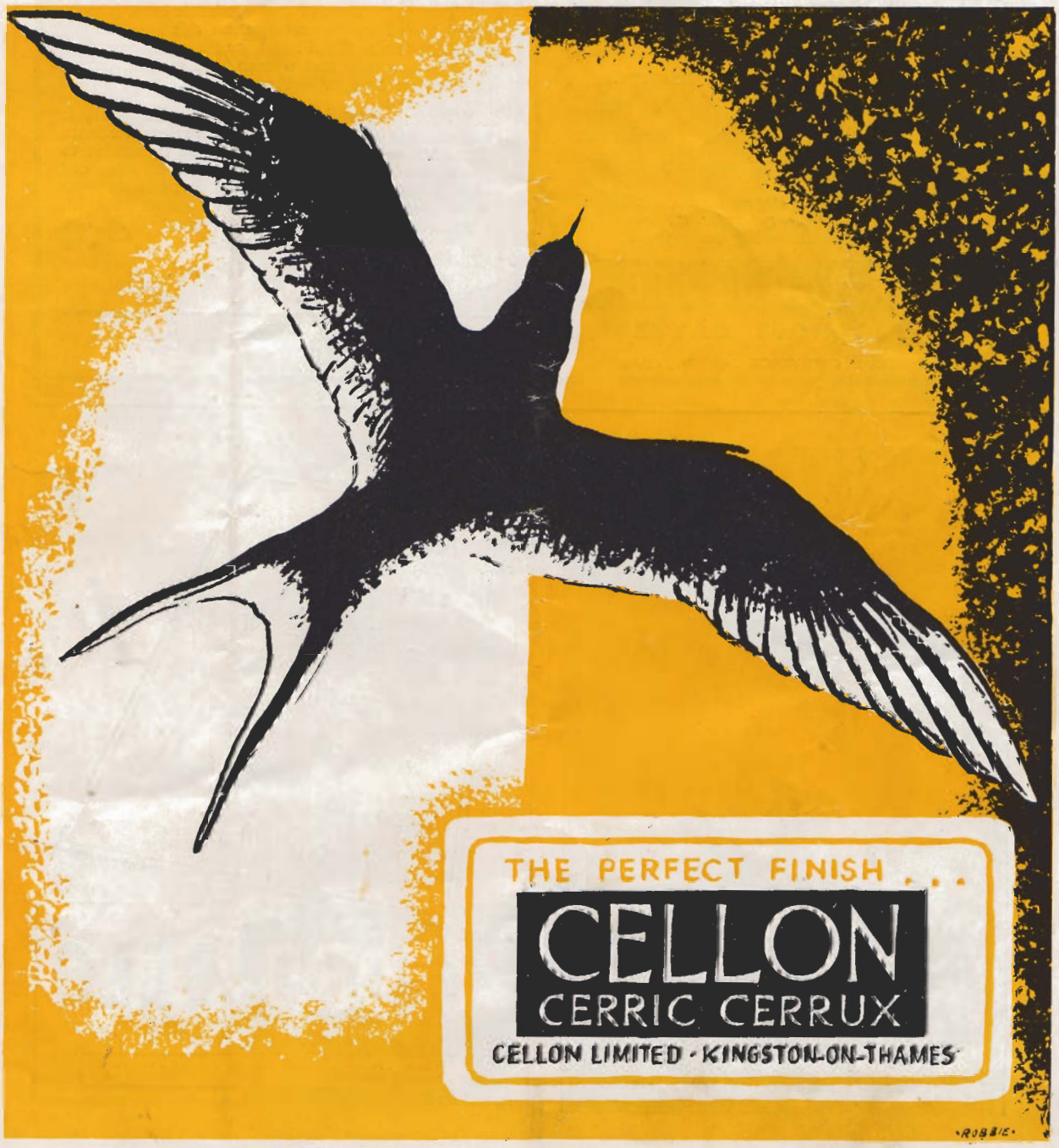
The First Journal devoted to Soaring and Gliding



Sailplane and Glider

THE FIRST JOURNAL DEVOTED TO SOARING AND GLIDING

OCTOBER 1945 ★ Vol XIII No 9

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WHILE still patiently waiting for the ban on Civil Gliding to be lifted, two further thoughts have come to mind.

Before 1939 British Gliding, that is, Gliding in Britain, was represented by the Clubs and the British Gliding Association. New records were made by members of the Clubs, and any teams entering for International or foreign contests were raised from the same source.

The good reputation acknowledged in the Empire, and in foreign countries, was built up by the Civil Clubs, who frequently worked in the face of opposition, and in the early days, derision.

Now, however, British Gliding is represented not only by the Clubs, but by the Elementary Gliding Schools of the Air Training Corps, who, it is understood, are now using G.B. II. Sailplanes as standard trainers, and by the British Services Gliding Clubs in Germany, and here, who have the cream of our late enemies' sailplanes to fly.

These three sections exist for different purposes, and so their development will be along different lines, but for this reason each can be of help to the others by the exchange of their experiences and experiments. If these three sections work to their mutual advantage, there is little reason why this country should not head the list at the next International Contests.

The second thought which has come to mind is the extent to which aviation has "grown up" since the war began, especially with regard to piloting ability. No longer is anyone who can trundle round the sky in a "hundred horse biplane" considered a clever fellow, even "500 hours on twins and singles," is a fairly elementary state to be in. Agreed that only a very small proportion indeed of our population have done any flying at all, but those who have, have mostly done a great deal, and it is these very people who are of the age and inclination to become members of the Gliding Clubs. Will these pilots, after their conversion to gliders and sailplanes, be content to fly machines, with few instruments and a performance which cannot be classed as other than trainer? With the members of the Services organisations, some of whom may join the Civil Clubs, this is especially true, as their experience will include German high-performance sailplanes.

The Clubs which have built British Gliding from nothing must offer the best equipment possible to their members. After six dead years, they have got to re-equip and must take this opportunity to ensure that they obtain machines which will still be modern, and the best obtainable, a few years hence. It must be expected that the proportion of high and medium-high performance sailplanes in relation to trainers will go up quite considerably, but the Clubs will find it hard to offer the facilities in keeping with their reputation at to-day's prices.

Aviation in all its branches has made vast progress during the years of the Civil Clubs' enforced idleness. On how the Clubs restart depends their future.

Mrs. Joan Price

PIONEERS OF BRITISH GLIDING: No 14.

Mrs. JOAN PRICE.

IN the year 1934 the British public had its ideas about gliders rudely disturbed. It had to admit to itself that, by some mysterious means akin to witchcraft, the pilot was able to exercise a certain amount of control. This was because Sir Alan Cobham's Air Display, which used to do an annual tour of the British Isles, had this year included a sailplane flown by someone described in the publicity hand-out as "Titian-haired Joan Meakin."

Miss Meakin would be towed up behind an aeroplane, loop the loop most of the way down, miraculously avoid those fatal "air pockets," and land within a few yards of a pre-arranged spot. No wonder the Editor of the *Sheffield Telegraph* wrote: "The sight produced one consoling reflection. If a machine without engines can do all that the glider did, there seems no need for an aeroplane to crash simply because its engines fail. Probably that is what happens now. The aeroplane becomes a glider, and so gets down safely. We are not sufficiently expert to say if that is what does occur . . ."

BEGAN AT WASSERKUPPE

Miss Meakin's first introduction to gliding came in 1931. She was touring Central Germany in an M.G. Midget in company with a fellow-member of the London Aeroplane Club, Ruth Nicholson, when they decided to join the band of pilgrims who came from all over the world to visit the annual meeting at the Wasserkuppe, at that time the only place where advanced soaring was done. They were so thrilled with what they saw, that both decided to stay on for another fortnight and take an advanced course at the gliding school. By the end of that fortnight Miss Meakin had got her "C" soaring certificate.

She turned up at the Balsdean meeting near Brighton in October the same year, when she flew Slingsby's "British Falcon"—the first sailplane he ever built.

DARMSTADT TO HESTON TOW

After that, Joan Meakin was not heard of again in gliding circles for over two years, then she came into the news with a vengeance in April 1934, when she was aero-towed from Germany in the "Rhonbussard" sailplane which Sir Alan Cobham had engaged her to fly in his Circus. The party left Darmstadt on April 3rd and, after an intermediate stop at Cologne, they reached Brussels the same night. Next day they flew on 75 miles to Ostend, and on April 5th reached Heston after a stop at Lympne, having crossed the Channel at about 3,000 feet.

After the season's looping the poor "Rhonbussard," which was not designed for this sort of thing, developed a pronounced dihedral angle, and as there seemed some risk that this angle might increase suddenly at the most inappropriate moment, a new metal centre-section had to be built for it. Soon afterwards the machine was sold to a group of the London Gliding Club, who re-sold it later to a Derby and Lancs. Club Group.

FIRST CROSS-COUNTRY BY A WOMAN

One day in July, while performing in the Circus near Bristol, for once Joan Meakin was allowed to use the "Rhonbussard" for the purpose for which it was designed. She had cast off from the towing

cable at 1,500 feet, when she found herself rising fast towards a cumulus cloud. As this was not in the official programme, an aeroplane had to be sent up to order her down again. But, instead of the expected telling-off, Joan found herself being asked to make an attempt on the distance record. So up she went again, to 2,500 feet this time, and flew off along a cloud street towards Salisbury, near which she landed after going 40 miles. This was the first cross-country flight by a British woman pilot.

Next year Joan Meakin again joined Cobham's Circus, this time with a " Wolf " sailplane, which was more suited for aerobatics. Once more she was towed from Germany, and, after some delay, arrived at Lympne on April 12th. As the towing aeroplane descended, its cable managed to pull down 28 telephone wires on the border of the aerodrome, thus making it impossible for the local Customs Officer to ask headquarters whether to classify the new arrival as an aircraft, a toy, or a piece of sports goods.

PART IN INTERNATIONAL CONTESTS

Late in 1935 Joan decided to change her name, and became engaged to Ronald Price, the manager of Sir Alan Cobham's display.

During 1936 she joined the London Gliding Club, and there taught her husband to fly. She improved her own technique to such an extent that she was chosen with seven other sailplane pilots to represent Britain at the International Contest at the Wasserkuppe in July 1937. Her best flight during this meeting was one of 57 miles in a " King Kite " to Schwurbitz, a Bavarian village which had never received such a visitation before. She had a wonderful time in the village inn, where they regaled her with an enormous pork cutlet and twelve large potatoes, and then held a dance in her honour.

76 MILES AT 6,000 FEET

On July 4th, 1938, Joan Price beat this distance by flying from Reigate to Frinton-on-Sea on the East Anglican coast, a distance of 76 miles. She landed beside a golf course in a half-frozen condition, having done most of the journey at 6,000 feet. One of the Club's members, a dear old retired Colonel, flatly refused to believe that she had come all that way without an engine, and he spent the next hour or so looking for it all over the fuselage, inside and out.

When Mrs. Ann Douglas founded the Surrey Gliding Club at Reigate, Joan Price became an instructor there, her husband being employed at this time on Croydon aerodrome.

During the war Ronald Price had an important job near Liverpool, and it was there that Joan's first daughter was born to the sound of air raid sirens. Her family is now increased to two, who will no doubt become sailplane pilots in their turn some day. Meanwhile Joan Price awaits the Government's permission to regain the British women's long-distance soaring record.

A.E.S.

ON FORMING A GLIDING CLUB

PART III

MEMBERSHIP

THE membership of the club should include : — Flying Members ; Country Members ; Non-flying Members, and Visiting Members, together with a President and Vice-Presidents.

Country Membership will cover persons living a long distance from the club, and therefore only able to attend occasionally. The charge for this membership should be an annual subscription similar to the Non-flying subscription, plus a charge for each day when the member flies at the Club, the maximum annual payment not to exceed the full flying subscription. Each application for country membership will have to be considered on its merits.

Visiting Membership should be organised in conjunction with other clubs, so that reciprocal arrangements can be made.

It should be remembered that Non-flying, or Supporter Members, are a 100% asset to the club. Flying Members can be a liability, and these members sometimes spurn the idea of having non-fliers. If the promoters are all prospective pilots, they will do well to remember that as it is necessary for the R.A.F. to have an abundance of non-fliers, so also does this apply to Gliding Clubs. The light aero clubs have always seen fit to add non-fliers to their membership in a fairly large proportion.

Non-fliers can create a very large source of income, apart from their subscriptions, and there are many duties within the administration of a gliding club, which these members can efficiently fulfill. Their existence is also a means of constant publicity.

Further, a gliding club has more to offer these supporters than aero clubs have, because they can take an active part on the flying field, and our Movement gives them the opportunity of healthy and invigorating outdoor recreation.

Every effort should be made to provide for the wives and girl friends of flying members. Indeed they could be offered honorary Non-flying Membership. This will cost the club nothing but will enable the flying members to give their whole-hearted support to the club.

Provision must be made for Private Owners, and every possible facility and attraction should be provided to encourage these members, even to the extent of making concessions if necessary.

Before the war I would have said that the ratio of membership to population was about 1 in 3,500, but as air-mindedness has been created in the general public, and there is a six years' arrears of gliding to make up, this proportion will be vastly reduced. I would guess that it will be in the region of 1 in less than 1,000, but the ratio will vary with different localities.

SUBSCRIPTIONS

It is more fair to Flying Members to arrange payments in such a way that the members who obtain the most flying will pay the most money. To do this the annual subscription should be a basic charge covering annual purchase of aircraft, etc., and the flying fees should be adjusted from time to time to compensate and cover flying costs, according to the rise and fall of the membership. The Non-flying Members, the bar, and social functions can pay the administration expenses, and cover the cost of social amenities.

Adjustments as mentioned can be made without modifying the General Rules of the Club, and this arrangement should ensure a large and continuous membership. A large annual subscription can be an impassable barrier to *ab initios* who have never experienced the thrills of gliding. Once they have had this experience they will willingly pay the high flying fees, which are sure to be necessary immediately after the war.

It is the practice in many clubs to make all subscriptions fall due on a particular date, being the commencement of their financial year. It is doubtful whether this method has anything to commend it. It cannot be intended to reduce the work of secretaries because they are faced with the inconvenience of making adjustments for the influx of members during the year, and they have a rush of payments to deal with during a short period following the particular date. Further, it does not bring all the funds in at once to facilitate budgetting, because new members are enrolled throughout the whole year.

It is better for the club, and for the members, to make the subscriptions fall due on the date of joining. This spreads the income over the year, and prevents a sudden drop in membership if a number of members fail to renew their subscriptions.

CLUB OFFICIALS

In addition to the administrative officers who are elected to the Committee, the following officials should be appointed by the Committee, and may be co-opted when necessary.

Chief Instructor.
Ground Engineer.
Flying Field Manager.
Official Observers.

CHIEF INSTRUCTOR

The practical success of any club depends upon the Instructors to a very large extent. It is therefore essential that very great care and deliberation is given to the selection of the Chief Instructor. Providing he fulfils the necessary specification for these rare specimens of humanity, then you can be assured that the appointment of deputy-instructors may be safely left to him.

The most brilliant pilot is not necessarily the best instructor. He must be a first-class glider pilot, but he sould also have the technique of a family doctor and a knowledge of practical psychology. He must be of the sympathetic type, with an abundance of patience, while at the same time he must be able to deal sternly with any gross infringement of his instructions.

He should be a man who studies gliding from the instructors' point of view, and the scientific methods

of instruction as adopted throughout the world. He must not only know the patter but must be able to fit the correct actions to his words. He must never make a mistake in the eyes of his pupils.

This may make the selection of the right men appear impossible, but there are different grades of instructors, and some are qualified to train *ab initios* only—which is a tiring and boring job, while others may train up to secondary standard. (We do not entirely agree that a less capable man may be used for the first, and most impressionable, stage of the pupil's instruction.—Ed.) The Chief Instructor should, however, be appointed with full consideration to the above remarks.

GROUND ENGINEER

You will find a number of practical men amongst your supporters who have a leaning towards glider construction. You may even be lucky in finding a qualified G.E. You will at any rate have many ex-R.A.F. men who have acquired some knowlege of this subject. It will be advisable for your G.E. and his deputies to have some qualifications for this office.

Prior to the war the Air Registation Board issued certificates of competency to persons who qualified as Glider Ground Engineers, but the issue of these certificates is likely to be withdrawn, and it is hoped that a sufficient reason will be given for this decision, which is being taken while the Movement is dormant, and therefore not likely to have given rise for added restrictions on its future activities.

Members with these certificates may not pass gliders for C of A renewals, but can pass out machines for daily flying and approve minor repairs.

The value of a capable G.E., and a team of reliable helpers, cannot be overstressed, as the past freedom from restrictions enjoyed by the Movement, was the direct result of the few men who spent their leisure tending club aircraft.

FLYING FIELD MANAGER

The person in control of activities may vary in different clubs, and I have reason to believe that the Chief Instructor, or his deputy, is the principal man in full charge of all activities at many clubs. This does not appear to me to be the correct procedure. The Instructor has a specialized job to do, and he should not be saddled with the responsibility of winches, and the handling of aircraft on the ground. He is responsible for the aircraft when it is in the air, and the pupil therein.

The ground work; maintenance of buildings; handling of aircraft and persons on the flying field should be the work of persons selected by a Flying Field Manager, who will see that they are trained in their respective duties. He will see that everything on the ground works at a high speed of efficiency. He should have a sound knowledge of cars—particularly the troubles associated with worn-out decrepit models as employed by gliding clubs.

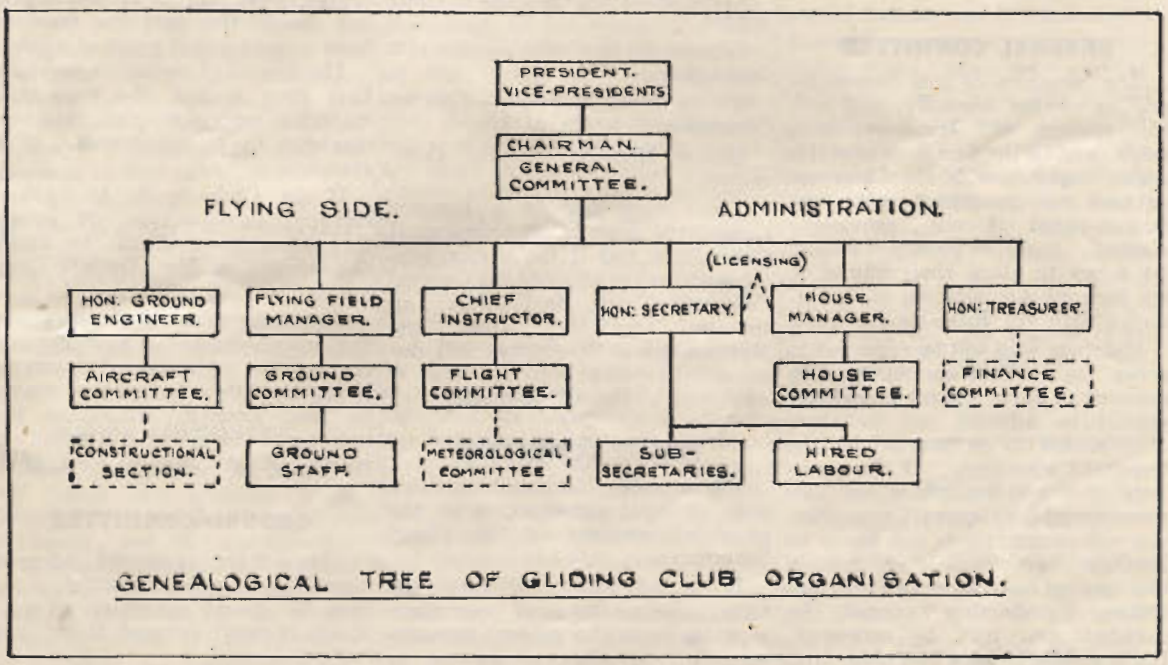
It will be appreciated that the Flying Field Manager has a "Whale" of a job, and his duties cannot very well be parked upon the Chief Instructor.

HUB OF ACTIVITIES

It will be obvious that the three officials briefly referred to constitute the hub of activities, and where these three men work in close harmony there will exist a club with every promise of permancy and success.

OFFICIAL OBSERVERS

It will be necessary to appoint a rota of Official Observers who will undertake to certify that all qualifying flights for gliding certificates, and competitions, are carried out in accordance with the Rules and



GENEALOGICAL TREE OF GLIDING CLUB ORGANISATION.

Regulations of The British Gliding Association, Ltd. The names and addresses of appointed Observers must be submitted to the B.G.A. for approval.

MANAGEMENT

It is essential for good management of the club affairs to delegate the control of the various activities to live sub-committees, with the necessary experience, and co-ordinated by a tactful and persistent General Committee, or Executive.

This is a better method than controlling the club solely by a Management Committee elected by the members, because the sub-committee, being appointed and not elected, will contain the persons most qualified for the work which they have to supervise.

Each sub-committee will be given " Terms of Reference " to prevent the possibility of overlapping by two sub-committees, and to give them unfettered freedom and intiative. The Chairman of each sub-committee, apart from having qualified knowledge of his section, should have a sense of sociability and comradeship which will enable his committee to run smoothly and enthusiastically as a team. On such a basis the management would be solidly established.

GENERAL COMMITTEE

The members of this committee will be elected annually, and contain persons with the experiences mentioned in the first article of this series, together with the Chairmen of each sub-committee, who may be co-opted if not previously elected. Suitable members should be asked to allow their names to go forward for election in accordance with the Rules of the Club.

Members who will be expected to serve on a sub-committee on account of their special knowledge should be advised not to allow their names to go forward for the General Committee. If the members of a sub-committee are also members of the General Committee, the sub-committee is not likely to function very well. A certain amount of overlapping of committee membership cannot be avoided, and may be necessary, but it should be kept to a minimum.

A beam is in equilibrium when the forces acting upon it are equal and opposite. On the same reasoning it is advisable to have one or more non-flying members on the General Committee, and active in various phases of the club, so that you have an opposite force acting against the over-enthusiasm of some flying members. This may appear odd, but there are always persons who become so " bitten by the bug " that they at times seem to lose a sense of proportion for those essential things, which though not actual flying matters, are part of the foundations and structure of the club. The foundation of all flying is ground work, and it repays to have this ground work carefully planned, and considered from every aspect. Over enthusiasm can be very dangerous.

The General Committee will appoint the three officers already referred to, together with a House Manager if they run a club-house, and each of these officials will be asked to form a sub-committee, over which they will be chairmen. The membership of all sub-committees should be submitted to the General Committee for approval.

SUB-COMMITTEES

The sub-committees to be appointed will be as follows :—

Chief Instructor.—Flight Committee.

Ground Engineer. — Aircraft Committee.

Flying Field Manager.—Ground Committee.

House Manager.—House Committee.

There may also be a Finance Committee and a Meteorological Committee, but if the above sub-committees are efficient the General Committee can deal with all financial matters, while the Meteorological Committee will not come into being until the club is advanced in the art of soaring.

FLIGHT COMMITTEE

The members of this committee will all be Instructors, with the possible exception of the Flight Secretary.

It is advisable to keep the flying instruction of members separate from the general management of the club, so as not to interfere with the provision of all necessary facilities.

The Flight Committee will decide upon the instruction, but the General Committee will decide the flying fees, and the method of collection, which should be no responsibility of the Instructors.

The Flight Committee will work in close association with the Aircraft Committee to eliminate crashery, and the members will pool their views and observations on the training of pupils, and the phenomenon associated with the club sites. This committee will also have a system of recording the position of each member's stage of instruction.

AIRCRAFT COMMITTEE

As its name implies, this committee will be responsible for the maintenance and rigging of all club aircraft, and each of its members will have special knowledge, and duties appertaining to this work. They should each be encouraged to qualify for the Certificate of Competency, or its equivalent. The members should be able to deputise for the G.E., and must attend on a rota system to pass-out machines for daily flying. It is mentioned here that the instructor on duty should not be allowed to pass-out a machine which will be under his charge. He will make test flights but should not pass the machine from a mechanical point of view.

The Aircraft Committee must see that they receive the tools and material necessary to maintain machines up to continuous C of A standard.

If the Club decide to form a constructional section, or group, this department should be under the control of the Aircraft Committee.

This committee should also have the responsibility of carrying out regulations to prevent amateurs flying their own designed or manufactured aircraft, which, in the opinion of the Aircraft Committee, would not be approved for C of A.

GROUND COMMITTEE

This will be the largest and most complicated sub-committee. It may be found necessary to sub-divide it into " Ground Staff " and " Technicians."

The Ground Staff will consist of members who have been trained in their respective duties on the flying field. These members must attend for duty on a rota system so that the control of activities is conducted efficiently.

The duties of the Ground Staff will include :—Signalling ; Retrieving ; Handling of aircraft on the field ; Parking in the hangar ; Handling of people on the flying field ; Attending to fences ; Upkeep of hangar and the surface of the Flying Field. They must also shepherd cattle from the launching and landing areas.

They will report on all damage to machines caused in any way other than flying. They should be the early starters and early risers. Their work comes first each flying day.

The technical side of this committee will comprise members who specialize in the maintenance and operation of winches ; retrieving cars, and trailers. They will see that all club transport is kept in a high state of efficiency. They will also maintain the lighting plant, which is necessary at most gliding clubs. Together with the cars they will service all forms of launching gear, and should be able to splice winch cable.

The winch drivers must be experienced pilots. Preferably men qualified to act as instructors.

This committee should also provide the staff for retrieving machines after cross-country flying, and will be responsible for all transport arrangements, and the provision of first-aid facilities.

It will therefore be appreciated that they perform a very important function in the club, and are the heart of all flying activities. They must be conversant with the regulations applying to all method of launching gliders and sailplanes, including aero-towing.

HOUSE COMMITTEE

Herein the Non-flying Members will obtain the greatest scope. They will manage and control the club-house ; see that the amenities are first-rate ; arrange the catering, and organize periodical social events.

This Committee, or the House Manager, cannot of course relieve the secretary of his responsibilities in connection with the licensing laws.

BY-LAWS

Each sub-committee will prepare any By-laws which are necessary, and which must be ratified by the General Committee.

All constitutions, however skilfully framed, depend on the ability and willingness of the members to make them work. To ensure this, every member should understand the constitution and know how to work it.

SOCIAL AND ANCILLARY ATTRACTIONS

If a club is designed to provide flying facilities only, it will attract a very small proportion of Non-flying Members, and as already mentioned, these members are an asset to the club. If the club is going to be run as a " business " these members cannot be omitted.

It will be advisable to provide some form of catering facilities, and if long distances have to be travelled to the Flying Field, it will be incumbent upon the club to provide, or arrange, sleeping accommodation.

It should also be remembered that due to the vagaries of our weather there is apt to be a large percentage of non-flying time, and it is advisable to keep the members at the flying field during this period. Therefore some consideration should be given to the provision of ancillary attractions which are likely to appeal to the sporting nature of gliding club members—in addition to the bar. These items will come last in your general considerations, or they come in proportion to the ratio of Non-flying to Flying Members.

A gliding club offers great scope for other outdoor attractions on account of land always being available, and the committee should set out to make the most use of everything for which they have to pay. It is therefore good policy to keep this in mind before signing any agreement with a landlord which may prevent the club expanding in this direction.

Similarly, indoor attractions—other than repair work on gliders—can be provided at little cost, and will enable members to get full use of the club in both wet and fine weather.

It will be advisable to organize fairly regular social functions, such as Pie and Pea Suppers ; Dances and Novelty Socials. These events bring together members in a manner which tends to cement still further the perfect co-operation which is so essential on the flying field.

This phase of the club also helps to bring an interest to the wives and girl friends who would otherwise rank as " grass widows," and if a member wants to give of his best this cannot be done if he has a partner pulling the other way.

These social events should always be arranged so that there is a financial return, even though this may be small.

No licence is required for dancing, etc., if admission is restricted to members and their *bona-fide* guests for whom the members have paid any admission fee.

(To be continued).

B.G.A. HELP FOR GLIDING CLUBS

It is not generally known that the British Gliding Association has in its possession a complete set of printed Articles and Memorandum of Association for the use of those forming Gliding Clubs. These were approved by counsel, and cost 30/- per set, instead of the normal 12 gns. In addition the Secretary of the B.G.A. has personal Gliding Log Books, Glider Log Books, as well as the Gliding Badges " A " and a few " C's ". The " A " badges wartime model are of white model, but as soon as possible the old enamel will be reverted to. The address of the P.G.A. is 119, Piccadilly, W.1.

NOTICE !

CHANGE OF ADDRESS

The Editorial Offices of " Sailplane and Glider " have been moved to 139, Strand, W.C.2. In future will you please address all correspondence there.

Revised Order of Production

In view of the unexpected demand for the "Kirby Kite" and the "Olympia II," we have decided to plan the quantity production of these machines forthwith, with priority over the higher performance types.

Kirby Kite II. An improved version of the now famous pre-war type known throughout the world for its excellent qualities. The post-war type will include landing wheel, tail trimmer, and other features.

Olympia II (or Meise). This sailplane, already so well advertised, will include additional features and refinements. By special attention to jigging and the latest production methods we aim to market this type at a very attractive price.

Our production programme will also include the following :— **Type 21** side-by-side two-seater training machine of 54 feet span. The prototype has been flown by many well-known sailplane pilots and voted a winner.

Gull III. A full cantilever version of the "Gull I," a machine of exceptional performance. The prototype, now undergoing tests, will be illustrated in an early issue of the *Sailplane*.

Petrel II. A high-performance competition type most suitable for British conditions.

Every Machine produced will be up to the highest standards of workmanship and tested by our own sailplane pilots with many years of soaring experience. Sailplane pilots will also supervise the detail production.

Slingsby Sailplanes, Ltd.

Kirbymoorside, York.

FULLY APPROVED FOR DESIGN AND PRODUCTION

Agents :—

CANADA :	J. A. Simpson, Quarries P.O., Ontario.
AUSTRALIA :	Light Aircraft (Pty) Ltd., Sydney.
SOUTH AFRICA :	Thomas Barlow & Sons Ltd., Johannesburg.

INFERNAL THERMALS

CRASH, Bang, Clatter-clatter-clatter-clatter trundle trundle —plop ! All the empty petrol tins go dancing across the desert into the next unit's lines as another dust-devil sweeps through the camp (Memo. : repeat that order about petrol tins in use as water buckets being properly dug in—but it never happens and dust-devils will continue to be heralded by percussion effects).

BUSY LITTLE BEES

Forewarned is forearmed ; rocks have been hastily piled in the In, Out, Pending and Never-never trays, and one sprawls over the remaining loose papers during the moments of swirling dust and violent flapping of canvas while the demon engulfs the tent. Then, unless one has the energy to look and see who is the next victim and crane ones neck upwards in the vain hope of seeing the A.Q.'s tent disappearing heavenwards in a magic carpet act, one shakes half an ounce of dust off the paper in hand, reaches for the inkpot to dip the pen which has meanwhile dried up and clogged, and puts it down again hastily as at 130° F. it is uncomfortably hot to hold.

And yet some people idly classify the dust-devil as just a thermal rendered visible by the solid matter swept up in it from the ground. A thermal current it certainly is, but of a very special kind ; as to visibility, it shares this feature, invaluable and otherwise unique in dry thermals, with the *violet* thermals recorded in the SAILPLANE under the stress of wartime printing.

WHAT ARE DUST DEVILS ?

Dust-devils are typical of the hot, dusty plains and deserts of the tropics. Although bubble thermals may occur in the same regions, they are of quite different construction and behaviour from these. They are columns of dust-laden, violently rotating, rising air, reaching to perhaps five thousand feet with a fairly straight stem and remarkably constant diameter. The violently disturbed core is usually less than a dozen yards across : the vicious little devils found in more hilly regions may be no widert han a swirl of leaves in a windy courtyard. On the plains they find their best development. : there several may be seen at one time, drifting with the wind and wandering hither and thither for hours on end, sucking up the superheated air lying close to the intensely hot ground. I have seen one start in a small depression which might be expected to hatch a thermal, but have never had the patience to follow one to the death ; in fact, once started a dust-devil persists until it wanders off the dusty plain or until the surface cools in the evening.

DRY AND HOT

This type of thermal is nearly always " dry," but is occasionally seen in conjunction with a cumulo-nimbus cloud ; in the latter case it appears to strengthen the cloud but not to be the origin of it. Although apparently violent, the wind at ground level is only strong enough to uproot a tent if it is badly pitched or to strip the corrugated iron roofs off temporary structures.

The key to the difference between bubble thermals and dust-devils lies apparently in the dust and sand which the latter picks up and which are the cause rather than the effect of the phenomenon. The two kinds of thermal doubtless start in the same way : if the wind blowing in to replace the rising air is not sufficiently strong to raise the dust, a bubble thermal forms and breaks away ; but if the dust and sand is blown up from the surface a very powerful and persistent self-stoking furnace is set up. In the sun-baked regions of the tropics surface temperatures during the day are extremely high. The inkpot on the office table (at air temperature) may be merely uncomfortable to hold, but water piped along the sun-drenched surface is often dangerously hot by ten o'clock in the morning. This indicates a very large temperature difference between the air at ground level, hot as it may be, and the solid matter on the ground, which, when carried up in the air in fine particles must form an exceptionally efficient heating arrangement. Thus the up-current is given an enhanced temperature difference at the outset and, being thereby strengthened, causes more dust to be blown up and the process becomes continuous. Further, the dust suspended in the rising columns continues to intercept the sun's rays and to absorb heat which tends to keep the thermal going.

" NOT KNOWING WHERE TO TURN "

The air surrounding the violent central core of the dust-devil rises and rotates in sympathy : kite hawks can often be seen soaring in this rising air and doubtless a sailplane could do so too, by simply circling round the column of dust.

An interesting question arises as to which way it should circle : the soaring birds appear to be inconsistent in this matter, but with the greater dimensions of a sailplane compared to the diameter of the up-current it may well make a difference. Dust-devils rotate for the same reason that winds circulate round an atmospheric depression, and bathwater forms a whirlpool when you pull the plug. The laws of motion of bodies on a rotating sphere give, in the northern hemisphere, an anti-clockwise bias to this rotation. Assuming anti-clockwise rotation of the thermal, it would be better to do clockwise (right-hand) circles ; for the greater the opposing rotation of air the less circling one would have to do. If you do not agree with this, consider the extreme case where the speed of the rotating air is equal to the flying speed of the aircraft : in this case the sailplane would be " circling " in the thermal by merely staying still with its rate of turn indicator at zero. To put it another way, a turn *against* the direction of rotation of the air would have a narrower radius than a turn at the same rate *with* the rotating air.

Now bubble thermals are also said to rotate, although very much less violently than dust devils. As a closing thought : would any increase in efficiency be achieved by circling against the direction of rotation of an ordinary bubble thermal ?

R. E. P.

WALSALL ADVANCED INSTRUCTOR'S COURSE

THE two Advanced Instructor's Courses held by Midland Command on the Walsall Aerodrome by courtesy of Messrs. Helliwells in June and July, marked a further step forward in the initiation of A.T.C. Instructors into the art of engineless flight. The object of these courses was to give not only precision circuits and flying, but also actual experience of finding and utilising or avoiding the various types of currents which are in the neighbourhood of every aerodrome.

FIVE " C " STANDARD

A thermal map had been prepared for the first course held in May (already reported), and this proved of considerable assistance to F./O. A. L. Slater, who was the C.O. for the June course. This lynx-eyed officer, by his keen and able instruction and his capacity to get inside the minds of his pupils, was able to so progressively arrange his flying curriculum that no less than five out of a possible eight Is.U.T. did flights which were of " C " standard.

SOME GOOD FLYING

The first two days, the 9th and 10th June, were taken up with elementary work of high hops and early circuits on the Taper Wing. On Tuesday, although the weather was bad, the satisfactory pupils went on to the " Kite " and flights of up to 7 minutes were recorded. During this period a S.W. wind had prevailed and a large area of lift was discovered to the south of the aerodrome, which has been subsequently proved to be the bottom of the Walsall thermal. On Wednesday, conditions were good and the opening flights were showing times of over 8 minutes. Towards midday, J. H. V. Wood, of M.41, Knowle, contacted this southern area and by very careful flying put up 12 minutes 3 seconds, which was the best flight on that day. On the following day, the 13th, the same conditions prevailed and C. E. A. Causton put up 10 minutes 1 second, with a stylish performance. All landings were " precision landings " on the winch cable " line " with the minimum loss of time in retrieving. In the afternoon, J. H. V. Wood did a further 11 minutes 32 seconds, both of which flights were of the " C " category. On the 14th, the wind still prevailed in the same quarter and the best flight was of 9 minutes 20 seconds by F./Lt. A. Hughes, of Leicester, who already has his " A," " B," and " C " certificates. F./Capt. C. S. Clark, late of the Air Transport Auxiliary, a newcomer to the art, recorded flights of 5 minutes 42 seconds, 6 minutes and 7 minutes 27 seconds respectively, and C. Uphill, of Knowle, M.41, did flights of 9 minutes 4 seconds and 8 minutes respectively. Joe Hassell, of Knowle, also put up an exceedingly good performance with a " C " category flight of 12 minutes 43 seconds after previous flights of 7 minutes 28 seconds and 6 minutes 40 seconds. A further meritorious performance was that of J. Wigg, of Bretford, M.48, who did a faultless 10 minutes 25 seconds after 7 minutes 44 seconds and 7 minutes. On the Friday, C. Uphill, of Knowle, did a " C " category flight of 12 minutes 50 seconds, obtaining a height of over 1,800 feet in the process. The general performance of this Instructor deserves special mention, as he put in over 2¼ hours in the air on this flat aerodrome site with an average length of flight of 7 minutes which would appear to be an A.T.C. record.

The total flying time for the course was 13 hours 46 minutes, giving an average flight of practically 5 minutes, and the total number of launches 168.

It is considered that the experience gained by these pilots was such that they will now be furnished with data to pursue their studies a stage further, and thereby be enabled to put a true and illuminated picture of the possibilities of engineless flight before the many cadets who will pass through their hands in the forthcoming season.

THE LAST COURSE

The last course from July 7th to 14th was under the able command of F./Lt. I. P. Tidman, C.O., of Walsall, and although the number of " C " flights was not so large, the total hourage flown was a record, amounting to 14 hours, 11 minutes, 24 seconds, with 287 launches. On this course there were several pilots who had had no previous experience of gliding; J. F. Bancroft, of Leicester, F./Lt. Hill, of Penderford, and Mr. Clifford, a test pilot of Walsall. All three obtained their " A " and " B " certificates in the first two days, but conditions generally, owing to the absence of the S.W. wind, were not favourable for flights of " C " duration with the exception of one day, July 11th, when cloud lift was marked and two most meritorious flights were made. F./O. J. C. Rice, that great-hearted enthusiast from Leicester, did a flight on the " Kite " of 21 minutes 50 seconds, with a height of just over 1,800 feet, and shortly after the most meritorious flight of the course was made by Tailby, of Leicester, a one-time skilled model maker (he lost several in thermals), whose flying, right through the course, was of a high standard. By clever timing F./Lt. Tidman launched him straight into the uplift under a cumulus cloud and he climbed steadily to 3,300 feet, and at that time the variometer showed a green of 20 feet per second. In accordance with instructions he came away from the lift and after a very pretty flight round the aerodrome, he landed with 25 minutes 25 seconds to his credit, and incidentally the best flight ever made over this aerodrome. A very promising new gliding instructor has been found in F./Lt. Hill, whose pilotage was faultless and during the whole course he only lost one mark. He should prove a great acquisition to Penderford when they open a new E.G.S. on that ground. F./Lt. Clark also did good work, and he will no doubt take a leading part when the new E.G.S. starts at Worcester.

All these instructors have the right spirit and knowledge which makes its appeal to boys of thought and intelligence. Great assistance was rendered to the C.O. by F./O. J. C. Rice and Percy Nadin, of Meir, and the *esprit de corps* of the whole course left nothing to be desired. The unselfish work of the C.O. and senior members was duly noted by the younger instructors and fully appreciated.

TO PASS ON ENTHUSIASM

It is hoped that new courses will further explore this very interesting condition on the S.W. of the aerodrome, and that the lengths of flights will be progressively increased with the knowledge of the surrounding air. C.E.H

FORMATION FLIGHT FROM HUISH

(*Reproduced from* SAILPLANE, *September,* 1939.)

DRAYCOT Farm, at the foot of the Huish Downs, originally discovered by the Cambridge Club, was the rendezvous for several private owners in the first week of August. But they were so short of retrieving crews that, whenever anyone flew away, some other pilot usually had to stop flying in order to retrieve him; also one of the pilots had to do the winching, so they couldn't all go up at once. So it came about that when, on August 7th, Cooper in "Rhonbussard," Nicholson in "Rhonsperber," and Hiscox in "Gull," set off for Dunstable, two other machines were unable to follow them.

At 12.40 Cooper was launched to 400 feet and immediately caught a thermal to 1,000 feet. There was a very light drift from S.S.W., which must have given a little slope lift, but not enough to keep up on. But he climbed in further thermal lift to 3,000 feet and glided off north-east to Marlborough, reaching it at 1,000 feet and climbing over it to 3,000. Then, when circling over Lambourn, 15 miles from the start, he caught sight of Nicholson doing likewise.

NICHOLSON AND COOPER GO HUNTING

Nicholson, after being launched at 1.22, started to go off, but returned to the site and caught the same thermal there as Hiscox. They both set off in this, but "Sperber" soon left "Gull" behind and caught up "Bussard," as related, at Lambourn. Thereafter the two kept company for the rest of the journey, helping each other to look for thermals.

The Germans, by the way, initiated "chain flights" of three pilots each in their 1934 National Contests. But, from what we heard, three proved to be too large a number to go thermal-hunting together, as it was too much of a strain to be trying to avoid collision with both other machines at once. Two, however, is the ideal number, as they can go up comfortably in the same thermal by keeping on opposite sides of the circle, and in the gaps between can double the area to be explored for further lift.

OVER THAMES VALLEY

Nicholson and Cooper had to do a good deal of exploring over Harwell R.A.F. Aerodrome, in the Thames Valley, and were stuck there for at least 20 minutes. Eventually they crossed the Thames at Benson and after that got very good thermals and clouds a few miles to the N.W. of the Chiltern Hills escarpment, parallel to which they flew, and were lifted to 4,500 They passed over the Oxford Club's site, apparently unseen. Nicholson, after a long glide from Princes Risborough, arrived over Ivinghoe and climbed back to cloud base—4,000 feet—whence he was able to glide straight in to the London Club ground. He arrived at 4.5 p.m., 200 feet up, going at 85 m.p.h.

Cooper couldn't bridge the gap in one swoop, so went to look for lift over the glasshouses at Eaton Bray, and sure enough they lifted him from 1,000 to 3,000 feet. So he arrived over the club at 2,000 feet, looped and spun, and landed at 4.15. Thermals, he said, had at times been as much as 12 feet per second.

BRINGING UP THE REAR

Hiscox had no map, and, on seeing a large town by the Thames, took it to be Reading, till he saw its aerodrome in the wrong place and decided it was Oxford. This was confirmed when he caught sight of the Chilterns, dropped a perpendicular on to them and flew along it, and sure enough located the Oxford Gliding Club. He arrived at Dunstable at 4.50.

Straight-line distance of each flight: 65 miles. Some *Kettenflug*!

B.B.C. PLEASE NOTE

On Sunday, September 2nd, a few score of members and their friends turned up in response to a circular announcing the first post-war gathering of members. There was also a fair gathering of the public and their cars along the top of the hill, as a result of some person or persons unknown having informed the Sunday papers that we were going to "defy the ban" still imposed by the Air Ministry on civilian gliding. Another result of this Press scoop was that some newspaper rang up the Dunstable police to ask how they intended to deal with this defiance of law and order. This was the first our local Inspector had heard about it, so he at once sent one of his men along to investigate. Sure enough, there was Hatcher with his winch, alternately launching Hiscox's "Gull" and the Club "Tutor" into a violent down-current created by an east wind pouring down the hill.

After we had regaled the representative of the Law with tea in the Clubhouse at Totternhoe, he duly took down full particulars. Hiscox admitted to having flown his "Gull" three times, and Stephenson flew it once (he would have brought his own if he had known what was in the wind). The "Tutor" had three launches, the pilots being Stephenson, Ronald Walker and Arnold. Walker, who was shot up in a bomber over Berlin in 1941 and had to take to his parachute, had recently returned from four years' incarceration in Germany, and did not relish the prospect of a further term of imprisonment which the proceedings suggested was shortly coming to him.

The explanation of the day's activities given to the police by our Secretary was that we were doing test flights in response to an expected enquiry by the Air Ministry as to whether we were in a position to start flying as soon as permission was granted, in view of the reduced area of our landing ground.

Needless to say, all sorts of people turned up who had not seen each other for years. The longest absentee, H. L. Richardson, has been in China since 1937, and only got back this year. The Editor of the SAILPLANE paid his first visit to the Club.

Next day the writer of these notes was assailed over the telephone by the *Daily Herald*, but the information they obtained was not sensational enough for publication next morning. Nor has anybody even yet been sent to jail.

AUSTRALIAN GLIDING ASSOCIATION

NEW SOUTH WALES

SYDNEY UNIVERSITY GLIDING CLUB

Mr. J. Murray-Evans advises that this Club held its first meeting on 26/4/45 and elected the following executive committee :—*Hon. Sec.*, J. Murray-Evans ; *Hon. Treas.*, Frank W. Austin ; and L. J. Alexander and R. Tonnison. The Club proposes to construct an " H.17 " Sailplane.

SYDNEY METROPOLITAN GLIDING CLUB

Easter Week-end Outing. Having surveyed the Kingsgrove site (approx. 8 miles south-west of Sydney) some weeks previously we decided to spend the four days over Easter at this field. (Our activities at Matraville have been stopped because of defence building activity).

The Site. The ridge runs almost due east and west and has an elevation of say 150 feet with a flat top of about 200 yards in which to set the machine down, *i.e.* length of tow straight down the hill is about 700 yards. It is not a particularly good ground, being covered with ti-tree scrub and drains.

" Fortunately " a howling southerly blew all over Easter and we looked forward to trying some slope soaring. The beat, by the way, is restricted and would not be much more than 600 yards.

Having arrived at the field at about 9.30 a.m. on Good Friday we started things going. First flight was about 11.30 and Jack Munn took off solo after about 5 yards run. We were using the new winch for the first time since installing the second gearbox and due to my towing him too fast (No. 1 box in 1st gear and No. 2 box in 2nd gear) he only made about 300 feet, and after one circuit came in and landed.

Ron Cosstick then accompanied Jack on the second flight and I got them up to 450 feet (I still hadn't got the feel of the winch). After casting off they hovered over the winch for a couple of minutes with no sink, and then actually made about 30-40 feet. However, as they started to move too far away from the field they decided to come in—normal landing—duration about four minutes.

Then it rained—and how !

We dismantled the machine and put it in the garage which we have hired (right on the field). It rained and blew all day and Saturday wasn't much better, so we decided to fly on Monday.

We had the machine assembled when Jack arrived, and with myself as pupil we took off about 9.30—9.45 a.m.

The tow was good and we quickly cleared the ground and climbed to about 85 feet and the towing cable broke. By the way, we were now taking off at about 45° across the hill, which is the best direction.

When the cable broke we swung left (N) and soared along the ridge with no sink, made a 180° turn and came back over the point where the cable broke and were down to about 50 feet (maybe less), but we had come out in front of the ridge by about 100 yards and she started to sink. Jack took over and made a 90° turn to land down wind up the hill and everything appeared to be quite normal until we were about 8—10 feet off the ground and she just flopped in with a slight drift to port, just missing a stump. Damage : 1. Clean break of the 4 longerous between bulkheads 9—10 with half of bulkhead 10 smashed. Actually she was only holding together by the fabric on the underside of the fuselage. 2. Rear port wing strut broke in tension (due to side drift) about one-third of its length from the fuselage end. 3. Trailing edge of rudder broken in two places. Neither of us was hurt and I can assure you we got a hell of a shock when we looked around and saw our tail dragging on the ground. Anyway the fuselage is in my garage now. We have repaired the damage and are taking the opportunity of enclosing the cockpits and " plying " the turtle back. We should fly in about four weeks time. The Winch : the winch has turned out trumps—we are very pleased with its performance and it gives a very smooth tow. It is mounted on an old Morris chassis (4 wheels) but no tyres.

We had to put a second gearbox in to slow the drum down, and as you probably gleaned from my earlier remarks it has a wonderful speed range allowing us a selection of 12 gears in the 2 boxes. In this way we can get fairly close to the optimum revs. for 12 speeds on the drum."

COMPETENCY CERTIFICATES IN GLIDING FOR AUSTRALIA

On 5/1/44 the Associated Aero Clubs of Australia were asked by letter if arrangements could be made for the issue of Gliding Certificates through its affiliation with the Royal Aero Club. On 2/3/44 a letter was received from the President of the Royal Aero Club of N.S.W. stating that the Secretary of the Associated Aero Clubs of Australia (Mr. S. C. Bridgeland) had unfortunately died and that as there had been no meeting since, his successor had not been appointed.

The President stated that the matter would be raised at the first meeting of the Association and that the new secretary when appointed would communicate with the Australian Gliding Association.

On 20/3/45 a reminder was issued and on 9/4/45 a reply was received from Mr. W. W. Vick, Secretary of A.A.C. of Australia, to the effect thet " an enquiry had been forwarded to the Royal Aero Club with a view to ascertaining the conditions under which gliding certificates are issued by that Club in order that any proposed arrangements here may comply with existing standards and so obtain international recognition."

VICTORIA

NEW TRAINING GROUP

Members are advised that it is proposed to accept a limited number of new flying members from the present associate list, to form a new group of trainees. Applications are invited from those members who desire inclusion in this group. Flying membership application forms are available at Fawkner flying ground and at the Regd. Office of the Club. *All applications should be lodged at the Regd. Office by 25th May,* 1945. Successful applicants will be advised in due course. The subscription for flying members is £3 per financial year ending 31st December or 30th June.

Letters to the Editor

TRAINING AIRCRAFT

4, Canonbury,
Shrewsbury.
20/7/45.

DEAR SIR,

I must, for the moment, lay down the sword (or to be more precise, the six-inch screw-driver which takes the place of the bayonet nowadays) to take up the pen of contention over your July editorial and the letter from my friend Major Deane-Drummond.

I am not at all convinced that with average pupils dual instruction will train them to a standard equal to attempting a C flight quicker than solo training in " Daglings " and " Kadets " ; and it will take comprehensive estimates of costs to persuade me that it will not be more expensive.

But I agree whole-heartedly with your query as to whether the Clubs operated really efficiently ; I am pretty sure that many did not. My own primary training began with the old McGill University G.C. at Montreal in the fall of 1935, and was completed with the Cambridge University G.C. in 1937 after an enforced lapse of 18 months ; and it was entirely week-end flying. But (and this is the point) I cannot recollect ever doing a bunjy slide in my life—it was all auto-towing (to 750 feet) in Canada or high winch launching. I cannot see how training on the winch at a well run site with adequate equipment can be regarded as slow. I was airborne—to the proper and decorous extent of 3 feet—on either the first or second day's training I did on which flying was possible. (The McGill Club in those days was not well run, and equipment consisted of one " Zogling " and one car for auto-towing.) The remainder followed by quick stages until I was taking a full launch to 7-800 feet—doing B circuits, etc., within the month.

Similarly my brother, with no previous flying experience of any sort, was airborne on his first day at the Cambridge Club, and took his B certificate on his 3rd (or possibly 4th) week-end—in other words, his 6th (or 8th) day's training. His C flight was delayed by inability to get leave until two months later.

This is not exceptional, although some will be a bit slower in getting off the mark.

It would be interesting to have figures from any " bunjy-slide " Club, such as Dunstable, for the average number of flying days required to get a B, to compare with a winch-launching club, such as Cambridge. But I feel sure, from my own recollections that a club using " Daglings " and a winch with up to 1,000 yards of cable out will get most pilots off the ground after one or two long tows along the ground—and an A certificate after half-a-dozen flights. Perhaps old instructors of the L.G.C. and C.U.G.C. will take up this point ?

(Personally, I have little use for the bunjy slide method of *ab initio* instruction ; it seems to me to cause alarm and despondency in the pupil at first, and give infinitesimal periods of flight. Of the 60 second flight of a straight winch tow across the field at about 6 feet altitude.)

As regards Deane-Drummond's points, I think they are a bit confused. I don't think that all-dual instruction is going to cut out a lot of crashery, caused by errors of judgment through inexperience ; and I am sure that broken landing wires are preferable to wiping off the skid of a " Grunau." I enjoyed sitting in an open primary at 700 feet, and so did most people I know ; but in any case, there is the " Nacelled Dagling " for B and C flight standard. Controls on a " Dagling " are insensitive, but surely they are more likely to approximate to those on a " Kadet " or "Grunau " than are the controls of a big 2-seater ?

He says that with dual instruction " Pupil learns correct flying from the start." I have only done a little instructing, but I think that dig is a bit unkind ! It was the instructor's job to see that all mistakes made by pupils were explained, understood, and not repeated—and the " Falcon III " was always available for coaching obstinate cases who could not get the hang of, for example, stalling on turns, or landing too high.

And finally, " one instructor can train more pupils over a period by this method " (dual instruction). Don't tell me that one instructor with 1 winch and 3 " Daglings " could not beat him.

I agree that we want more and better 2-seaters than we used to have—but NOT to usurp the functions of the " Dagling." We want them for the following reasons :—

1. To give half-an-hour's slope-soaring to every candidate for a C flight before he makes his attempt ; and occasional coaching of A or B novitiates.

2. To give advanced instruction in thermal and blind flying.

3. Refresher courses for those who have not flown for some time. (N.B.—How much of 125 hours' soaring experience can one be expected to remember after being grounded for six years ? ?)

4. Advertisement and joy-riding.

As regards expense, before the war we could buy about 10 " Primarys " or 5 " Kadets " for the price of 2 " Falcon III 's " ; and no doubt the ratio will remain the same. I would put my money into buying 6 " Daglings," 2 " Kadets " and 2 "Grunaus" rather than 3 2-seaters any day.

Enough of this for the moment. I agree that now is the time to overhaul and standardise our methods. My own suggestions are for all primary training to be done by winching " Daglings " over level country—not at a soaring site at all. And using as long a run as possible. With 2 or 3 winches working with 3 primaries flying per winch nobody could complain about slowness of instruction.

Another point is the absolute necessity of using a weak link in the cable when winching or aero-towing ; this might have saved a number of accidents before the war (one of them a fatal one).

A standard form of trailer connection to the tow-bar of a car would be a help to those who are willing to tow club machines, etc., to meetings. As things stand, I may be willing to use my car, but at the last minute find that Smith's trailer has a different attachment to mine. A regular bugbear was connecting the tail light of the trailer, what with single and double pole bulbs. I standardised my own by having a 2-pole plug socket on the bar permanently connected to the car wiring—a 2-prong socket from the trailer plugged in and no more trouble. This incidentally kept my own tail lamp burning, which showed up under the trailer.

I hope that more up-to-date sailflyers than I will give their views, as speedy training and safety are of such paramount importance. (Will the C.U.G.C. send in drawings of their weak link ? It is far the best I have seen.) I apologise if I seem antiquated ; but I have been serving in East Africa since December 1940, and only returned to England in June. So I would like to wish " Hals und beinbruch " to all sailflying friends.

Yours faithfully,
CHARLES WINGFIELD (Captain)

(It is hoped that as many readers as possible will give their views on dual and solo training. The subject is an important one and should be thrashed out now before the Clubs start to re-equip.—Ed.).

AROUND THE CLUBS

LONDON GLIDING CLUB

The temporary club-house continues to open every Sunday afternoon, providing tea, other refreshments, and social intercourse. For the last two or three years of the war there were rarely more than six members present, the most frequent visitors being Ivanoff and friends from Luton, Grant from Harrow, and the writer from Epsom *via* Whipsnade. But now it is no uncommon sight to see three or four cars and the same number of push-bikes parked around the premises, which are to be found in a field just outside Totternhoe on the road to the club ground.

Visitors on July 16th included Hervey and Lawrence Wright with a family each, Hiscox and Ivanoff with a fiancee each, Weyl, Manning, Grant and Slater. On July 22nd an even larger party, including also Mrs. Dixon, H. E. Bolton and family, Joan Collins, Enser and Bell, enjoyed themselves putting together the club's new acquisition, a " Kirby Tutor," but refrained from launching it, much to the disappointment of the crowd collected in the road.

The position of the Club, according to our secretary, Arthur Sweet, is that the War Department is still in possession of the hangar and about half of the landing ground, upon which a barbed wire Prisoners of War Cage has been erected. Even if it was vacated soon there would be an enormous amount of work to do to clear the Cage and restore the altered Club-house and hangar to their original condition, and a licence to do so would have to be obtained. (At present Italian farm workers are quartered there.)

The wind still blows up the hill and there is a space of some 25 acres clear at the foot. The hill-top launching point is also clear. The forty odd acres rented to Mr. Turvey is another problem because the caprice of the War Agricultural Committee has to be taken into account.

In the meanwhile a couple of side-by-side two-seaters of a new design are on order with Slingsby Sailplanes, at least one of which is nearing completion. Two old winches might be put into commission if any member or members care to tackle the job.

In a previous circular Mr. Sweet, whose address is 6, Roland Gardens, London, S.W.7, writes : " The total of £87. 18s. 0d. for Subscriptions Received was paid by 43 Members as against 29 who sent in their War-time Guinea during the previous year. Several Members loyally subscribed all their arrears of guineas up to date, and 11 Members sent in their full peace-time subscriptions.

" I shall be very pleased to receive a line from all Members, past and present, giving news of themselves and their whereabouts, and I should greatly appreciate news of any such of our friends who are no longer at their previous peace-time addresses, so that I can commence the preparation of my Post-War List ; so do weigh in with the news of any Member of your acquaintance whether subscriptions are paid or not."

LEICESTER GLIDING CLUB

Fifteen hundred people saw the first aerial display since the end of the war at the Taylorcraft airfield at Rearsby on September 1st. Given by the A.T.C. Gliding Schools, the event was interesting and instructive to both pre-war enthusiasts and newcomers alike. The former saw the new generation in action and the new generation in turn gave a good account of themselves.

The first gliding item was a contest between some Midland Command A.T.C. Gliding Schools, with some excellent flying, and had a close result.

A recent convert to Sailflying, Prince Bira, of motoring fame and now the owner of Will's " Minimoa," flew very competently in a ten minute delayed descent flight from 1,500 feet, making a spectacular landing in front of the enclosure. He emerged with his constant companion—a small dog.

An inexperienced cadet was then given two slides in a primary, and his progress was such as to convince the inexperienced of the simplicity of elementary gliding. Bira next showed off the new Slingsby " Gull III," towed by the civilian version of the Auster, and later the new Type 21 Slingsby side by side two-seater was also demonstrated. Mrs. Platt was a passenger on the first launch when the cable broke, but without any untoward consequences.

Squadron-Leader Furlong had been giving flights in the " Falcon III," every flight adding to the list of delighted neophytes who had never flown before.

C. Espin Hardwick gave a running commentary on the flying of a " Falcon I," explaining the fine points.

Remarkable efficiency was displayed in a training demonstration by the A.T.C. Cadets of the local school.

The meeting owed its inception and organisation to Cecil Rice, still with one leg in plaster from falling off a wall at Sutton Bank, and was a great success. The funds of the Leicester were a good deal richer as a result of the effort.

The Leicester Club bids fair to being one of the most active and enthusiastic of British Clubs after the war.

The meeting was well reported in the National Press, and coupled with the Dunstable demonstration next day was mentioned on the Home Programme of the B.B.C. in the 9 p.m. news on Sunday, September 2nd.

CROYDON GLIDING CLUB

We have received a typewritten and duplicated copy of the Croydon Gliding Club News—a racily written account of the Club and its personalities. They seem to be the first off the mark, and in the scale of flying fees we notice that 4d. is charged for a ground slide or low hop in the " Primary Dagling," 6d. in the Senior, whilst low and high hops in the " Totten-hoe " cost 9d., and high hops with S turns and Circuits are 1s. each. At this rate Croydon will be the cheapest Gliding Club in the country, and it shows what can be done by a gang of enthusiastic friends who set out to do something. It means hard and unselfish work, but it is worth it to the few. Recently there was a queue a mile and half long at the Albert Hall for a Promenade Concert. This will be small compared with the queue to join the Croydon Club when the news gets out. The circular, however, whilst giving the Editor's name and address and

mentioning that the Club uses a hangar at Biggin Hill, does not say which, nor give the address of the Secretary. There is apparently a strong female element in the Club, always a good sign. We hope to hear further about the " Daglings " of Croydon.

(P.S.—The subscription is 2 gns. a year or £2. 12s. 0d. if paid at 1s. per week.)

BRISTOL GLIDING CLUB

Would anyone interested in forming a Club in the above area please write to :—

Rev. K. B. Batchelor,
Cold Ashton Rectory,
Chippenham.

PHOTOS OF BRITISH GLIDERS

Primary Training, Open Primary, Nacelle, Primary, Kadet, Tutor, Falcon I, Falcon III, Grunau Baby, Kirby Kite, Gull, Viking, Petrel, Rhönbussard, Rhönalder, Rhönsperber, Minimoa, Tern, Clubhouse and Hangar, Flight off the Mantlepiece, Dunstable Downs.

By **A. E. SLATER**

6d. *each from* **Sailplane Office.**

Post free over 2/-

SOUTHDOWN GLIDING CLUB LTD.

We shall commence Gliding and Soaring again at the Devil's Dyke as soon as civil flying is permitted. Old members and prospective members should write for details to :

Hon. Secretary,
FLT/LT. S. G. STEVENS,
R.A.F.V.R.,
" SOUTHERLEA,"
MEADOW CLOSE,
HOVE, 4.

ROYAL AERO CLUB
GLIDING CERTIFICATES

" A " *Certificates* (117).		*School.*	*Date taken.*
2978	John Edward Cheney	L.144 E.G.S., Heston	8. 7.45
2979	Ronald Stanley Geoffrey Rixon	Ditto	14. 7.45
2980	James Oliver Ridout	Ditto	14. 7.45
2981	Ronald Alfred Blake	Ditto	14. 7.45
2982	Roy William Shopland	Ditto	15. 7.45
2983	John William Gordon Smith	Ditto	15. 7.45
2984	Harold Charles Douglas Garner	L.149 E.G.S., Gravesend	7. 7.45
2985	Patrick Henry Markwick	L.146 E.G.S., Fairlop	16. 6.45
2986	George Henty Parkins	N.E.31 E.G.S., Usworth	10. 6.45
2987	Harold Neville Grocutt	N.E.24 E.G.S., Netherthorpe	15. 7.45
2988	Frderick Bertie Colbourne	L.144 E.G.S., Heston	10. 6.45
2989	William Edward Stratton	Ditto	10. 6.45
2990	Fred Collingwood Burn	N.E.31 E.G.S., Usworth	3. 6.45
2991	Ronald Francis Taylor	L.142 E.G.S., Stapleford Tawney	17. 6.45
2992	Frederick Hughes	W.63 E.G.S., Aberconway	17. 6.45
2993	Derek Raymond Erlington	N.W.185 E.G.S., Barton	8. 7.45
2994	John William Kirsch	S.E.167 E.G.S., Fairoaks	22. 4.45
2995	Peter Everard Francis	Ditto	17. 6.45
2996	Roger Herbert John Boughton	Ditto	7. 7.45
2997	Victor John Davies	Ditto	1. 7.45
2998	Albert George Stracey	L.142 E.G.S., Stapleford	17. 6.45
2999	Peter James Streader	S.E.161 E.G.S., Brighton	22. 7.45
3000	Geoffrey Harold Miller	C.125 E.G.S., Denham	8. 7.45
3001	Peter Alan Duggan	N.W.192 E.G.S., Little Sutton	8. 7.45
3002	Philip James Harris	Ditto	15. 7.45
3003	Peter John Royce	L.142 E.G.S., Stapleford	27. 5.45
3004	Eric Sanderson	N.E.26 E.G.S., Greatham	14. 7.45
3005	Clifford Owen Townsend	L.148 E.G.S., Southend	1. 7.45
3006	Allan Trevor Ashworth	N.W.185 E.G.S., Barton	8. 7.45
3007	Victor Edward Crapnell	S.E.161 E.G.S., Brighton	15. 7.45
3008	Albert Edward William Brown	N.W.189 E.G.S., Carlisle	22. 4.45
3009	Thomas Bedlington Jobling	Ditto	8. 4.45
3010	Roy Newton Beuwell	S.W. 89 E.G.S., Christchurch	21. 7.45
3011	Bernard Peter Cooper	W.70 E.G.S., Swansea	8. 7.45
3012	Raymond Montagu Mainwaring	N.W.181 E.G.S., Blackpool	15. 7.45
3013	William Andrew Lemmer	W.65 E.G.S., Cardiff	12. 7.45
3014	Basil J. Hastings	S.E.161 E.G.S., Brighton	7. 4.45
3015	Harry Harwood	N.E.22 E.G.S., Kirbymoorside	11. 3.45
3016	Kenneth William Harmer Day	Ditto	11. 3.45
3017	George Vernon Hopwood	S.E.161 E.G.S., Brighton	15. 7.45
3018	John Edward Teare	N.W.187 E.G.S., Stretton	1. 7.45
3019	John Michael Stephenson	N.E.22 E.G.S., Kirbymoorside	8. 4.45
3020	John Clifford Beck	Ditto	15. 4.45
3021	John Fryer Washbourne	S.W.83 E.G.S., Moreton Valence	8. 7.45
3022	Norman Turnbull Scorer	N.E.31 E.G.S., Usworth	3. 6.45
3023	Thomas Edward Annesley Parkinson	84 Group Cliding Club, R.A.F., Salzgitter, Germany	24. 7.45
3024	Peter Montagu Sims	Ditto	17. 7.45
3025	Jean Bourguignat	Ditto	17. 7.45
3026	Ernest Frank Skuse	Ditto	23. 7.45
3027	Desmond Geoffrey Claude McCleland	Ditto	17. 7.45
3028	B. van de Stok	Ditto	23. 7.45
3029	Owen Leslie Pratt	Ditto	17. 7.45
3030	Alex Stanley Davies	Ditto	17. 7.45
3031	Stewart William Hunter	S.3 E.G.S., Macmerry	17.12.44
3032	Harry Evans	W.62 E.G.S., Cardiff	2. 5.45
3033	Robert William Sutton	A.1. E.G.S., Sutton Bank	2. 7.45
3034	Granville Sykes	N.E.29 E.G.S., Doncaster	8. 7.45
3035	Bernard Manley	N.W.185 E.G.S., Barton	8. 7.45
3036	John Arthur Jones	C.122 E.G.S., Harrow	24. 6.45
3037	Denis St. George Rothery Creswell	N.W.186 E.G.S., Speke	27. 5.45
3038	David McGettigan	N.W.189 E.G.S., Carlisle	6. 5.45
3039	Robert Frederick Robinson	W.62 E.G.S., Cardiff	2. 5.45
3040	Douglas Frank Brock	E.104 E.G.S., Ipswich	15. 7.45
3041	William Gilbert Bladon	Ditto	15. 7.45
3042	John Barker	M.42 E.G.S., Loughborough	5. 8.45
3043	Clifford Chadwell Dorman	W.68 E.G.S., Porthcawl	29. 7.45
3044	Frederic Ernest Mead	S.E.163 E.G.S., Porthsmouth	25. 3.45
3045	Peter Watkins	N.E.26 E.G.S., Greatham	8. 7.45
3046	Ian Fryer	S.E.161 E.G.S., Brighton	15. 7.45
3047	Dennis Bryant	C.122 E.G.S., Harrow	28. 1.45
3048	Terence Edward Douglas Wright	E.104 E.G.S., Ipswich	6. 8.45
3049	Donald Arthur John Lunn	C.129 E.G.S., Waltham Cross	29. 7.45
3050	Leslie George Croft	Ditto	29. 7.45
3051	Eric Austin Clarke	M.41 E.G.S., Knowle	17. 6.45
3052	Peter Colin Drummond Campbell	S.W.83 E.G.S., Moreton Valence	13. 4.45
3053	Leonard G. Marquis	N.W.185 E.G.S., Barton	8. 7.45
3054	William Ian Brewer	N.W.187 E.G.S., Stretton	15. 7.45
3055	Richard Anthony Huband	N.W.192 E.G.S., Little Sutton	14. 7.45
3056	Denis Brian Askew	Ditto	30. 6.45
3057	William Leonard Roper	Ditto	30. 6.45
3058	Peter Anthony Latham	M.41 E.G.S., Knowle	29. 7.45
3059	John Lionel West-Jones	W.68 E.G.S., Stormy Down	4. 8.45
3060	William Anthony J. Handley	84 Group Gliding Club, R.A.F., B.L.A.	24. 7.45
3061	Gustave J. A. Rens	Ditto	17. 7.45
3062	Edgar Stanley Singerton	L.143 E.G.S., Croydon	4. 8.45
3063	Walter Ernest Webb	L.149 E.G.S., Gravesend	5. 8.45
3064	Kenneth Charles Lambert	Ditto	12. 8.45
3065	Robert John Locock	Ditto	5. 8.45
3066	Kenneth Curry	N.E.31 E.G.S., Usworth	12. 8.45
3067	Raymond Stott	N.W.185 E.G.S., Barton	8. 7.45
3068	Edward John Hooker	L.149 E.G.S., Gravesend	5. 8.45
3069	Charles Joseph Pedlar	N.W.187 E.G.S., Stretton	30. 6.45

(*Continued Overleaf*)

CLUB ANNOUNCEMENTS

LEICESTERSHIRE GLIDING CLUB

In view of the sufficient numbers already enrolled the membership lists have been closed until further notice. Don't forget our monthly "get-together" at the Victory Hotel—every third Friday of the month. Come and meet the gang.

Monthly "get-together" dance, every third Friday of each month—Oct. 19th.

THE MIDLAND GLIDING CLUB LIMITED

The Secretary invites enquiries *re* post-war programme at Long Mynd. Subscription rates, etc., forwarded to those interested on application to:—F. G. Batty, F.C.A., 2, Lombard Street West, West Bromwich, Staffs.

DERBYSHIRE & LANCASHIRE GLIDING CLUB, GREAT HUCKLOW, TIDESWELL, DERBYSHIRE

Still on the active list. Club activities will commence as soon as civil flying is permitted. Full particulars, booklets, etc., from Secretary, 87, Fargate, Sheffield, 1.

NEWCASTLE GLIDING CLUB, Ltd.

(founded Feb. 1930)

Applications for Membership now invited in Reorganised Post War Club.

Special Registration Fee 6/-

Ensures Membership when activities restart.

Further Particulars apply

HON. SEC., 25, HOLME AVENUE, NEWCASTLE 6

The Yorkshire Gliding Club, Sutton Bank, Yorkshire.

The Club will offer full flying facilities as soon as Gliding activities are permitted. Complete programme of Training from abinitio to advanced soaring stage—including unexcelled Club Flying—will be published later.

KENT GLIDING CLUB

Will all ex-members and others interested and living in the Maidstone or Chatham area, contact the Secretary:

MRS. R. H. HADDOCK,
"LENHURST,"
HARRIETSHAM,
KENT

Royal Aero Club Gliding Certificates—(*Cont.*)

		School.	Date taken.
"*A*"	*Certificates.*		
3070	Alfred Jones	Ditto	30. 6.45
3071	William John Barton	Ditto	1. 7.45
3072	Thomas Farrimond	Ditto	7. 7.45
3072	Brian David Buswell	M.44 E.G.S., Rearsby	29. 7.45
3074	David Blane	A.I. E.G.S., Sutton Bank	1. 7.45
3075	William Stanley Truefitt	N.W.189 E.G.S., Carlisle	27. 5.45
3076	George Duncan Craig	N.E.31 E.G.S., Usworth	12. 8.45
3077	Jack Eric Lauderdale	C.127 E.G.S., Panshanger	3.10.43
3078	David John Harries	M.44 E.G.S., Rearsby	10. 8.45
3079	Marcus Edwin Rudd	L.149 E.G.S., Gravesend	11. 8.45
3080	Ernest Arthur Cunningham	E.102 E.G.S., Sanilwell	6. 8.45
3081	Peter Ernest Weeks	L.149 E.G.S., Gravesend	24. 6.45
3082	Derek George Jarman	E.104 E.G.S., Ipswich	6. 8.45
3083	John Anthony Stinchcombe	W.65 E.G.S., Cardiff	5. 8.45
3084	Ronald Stanley Green	L.149 E.G.S., Gravesend	5. 8.45
3085	Adrian Meynell Vale	M.44 E.G.S., Rearsby	9. 8.45
3086	Donald John Pinfold	E.105 E.G.S., Snailwell	6. 8.45
3087	Michael Akehurst	L.149 E.G.S., Gravesend	12. 8.45
3088	Robert Stringer	S.E.161 E.G.S., Brighton	15. 7.45
3089	William Arthur Hoskins	84 Group Gliding Club, R.A.F., Salzgitter	7. 8.45
3090	Charles Maruice Ramsey	Ditto	17. 7.45
3091	Peter Brookwin Hill	M.43 E.G.S., Walsall	9. 7.45
3092	Barry Jordan	C.124 E.G.S., Aldenham	10. 8.45
3093	Frank Latham	N.W.187 E.G.S., Stretton	4. 8.45
3094	Steve Aucott	M.43 E.G.S., Walsall	8. 7.45
"*B*"	*Certificates* (28).		
2334	Philip Hubert Le Bas	L.144 E.G.S., Heston	15. 7.45
2336	Peter Frederick Channing	Ditto	15. 7.45
2990	Fred Collingwood Burn	N.E.31 E.G.S., Usworth	30. 6.45
3008	Albert Edward William Brown	N.W. 189 E.G.S., Carlisle	22. 4.45
3009	Thomas Bedlington Jobling	Ditto	22. 4.45
2335	Baryr Theodore Gould	L.144 E.G.S., Heston	29. 7.45
3023	Thomas Edward Annesley Parkinson	84 Group Gliding Club, R.A.F., Salzgitter	26. 7.45
3024	Peter Montagu Sims	Ditto	18. 7.45
3025	Jean Bourguignat	Ditto	18. 7.45
3026	Ernest Frank Skuse	Ditto	26. 7.45
3027	Desmond Geoffrey Claude McCleland	Ditto	18. 7.45
3028	B. van de Stok	Ditto	26. 7.45
3029	Owen Leslie Pratt	Ditto	19. 7.45
3030	Alex Stanley Davies	Ditto	19. 7.45
3033	Robert William Sutton	A.I. E.G.S., Sutton Bank	4. 7.45
3038	David McGettigan	N.W.189 E.G.S., Carlisle	21. 5.45
3060	William Anthony J. Handley	84 Group Gliding Club, R.A.F., Salzgitter	26. 7.45
3061	Gustave J. A. Rens	Ditto	20. 7.45
2298	John Robert Kinnersley	L.146 E.G.S., Fairlop	10. 8.45
3074	David Blane	A.I. E.G.S., Sutton Bank	1. 7.45
3075	William Stanley Truefitt	N.W. 189 E.G.S., Carlisle	17. 7.45
3077	Jack Eric Lauderdale	C.127 E.G.S., Panshanger	22. 4.44
3089	William Arthur Hoskins	84 Group Gliding Club, R.A.F., Salzgitter	1. 8.45
2090	Charles Maurice Ramsey	Ditto	18. 7.45
2325	Peter Frederick Victor Moore	C.124 E.G.S., Aldenham	14. 7.45
1709	Edward Brian Clarke	M.43 E.G.S., Walsall	12. 7.45
3091	Peter Brookwin Hill	Ditto	10. 7.45
3094	Steve Aucott	Ditto	10. 7.45
"*C*"	*Certificates* (15).		
2064	Albert Weymouth Pettley	A.I. E.G.S., Sutton Bank	25. 7.45
3023	Thomas Edward Annesley Parkinson	84 Group Gliding Club, R.A.F., Salzgitter	27. 7.45
3024	Peter Montagu Sims	Ditto	21. 7.45
3025	Jean Bourguignat	Ditto	20. 7.45
3026	Ernest Frank Skuse	Ditto	27. 7.45
3027	Desmond Geoffrey Claude McCleland	Ditto	20. 7.45
3028	B. van der Stok	Ditto	28. 7.45
3029	Owen Leslie Pratt	Ditto	20. 7.45
3030	Alec Stanley Davies	Ditto	20. 7.45
3033	Robert William Sutton	A.I. E.G.S., Sutton Bank	5. 7.45
2599	Francis Albert Costin	S.E.163 E.G.S., Portsmouth	29. 7.45
3060	William Anthony J. Handley	84 Group Gliding Club, R.A.F. Salzgitter	25. 7.45
3061	Gustave J. A. Rens	Ditto	21. 7.45
3074	David Blane	A.I. E.G.S., Sutton Bank	5. 7.45
3090	Charles Maurice Ramsey	84 Group Gliding Club, R.A.F., Salzgitter	21. 7.45

APOLOGIES

We regret that owing to a delay of over 3 weeks in delivering about half of the printing of last month's SAILPLANE, which delay the carriers have not yet explained, a good many of our readers could not have received their September copies until October. We are sorry, but we could not help it. Subscribers mostly received their copies at the usual time.

Again owing to circumstances not within our control this month's SAILPLANE is only sixteen pages. However next month's issue will contain twenty-four pages, and we hope will continue to do so.

As we go to press we hear we are to be granted more paper, so will all readers please do their best to help increase our circulation from now on.