

The British Gliding Association Journal

Vol. 1

No. 2

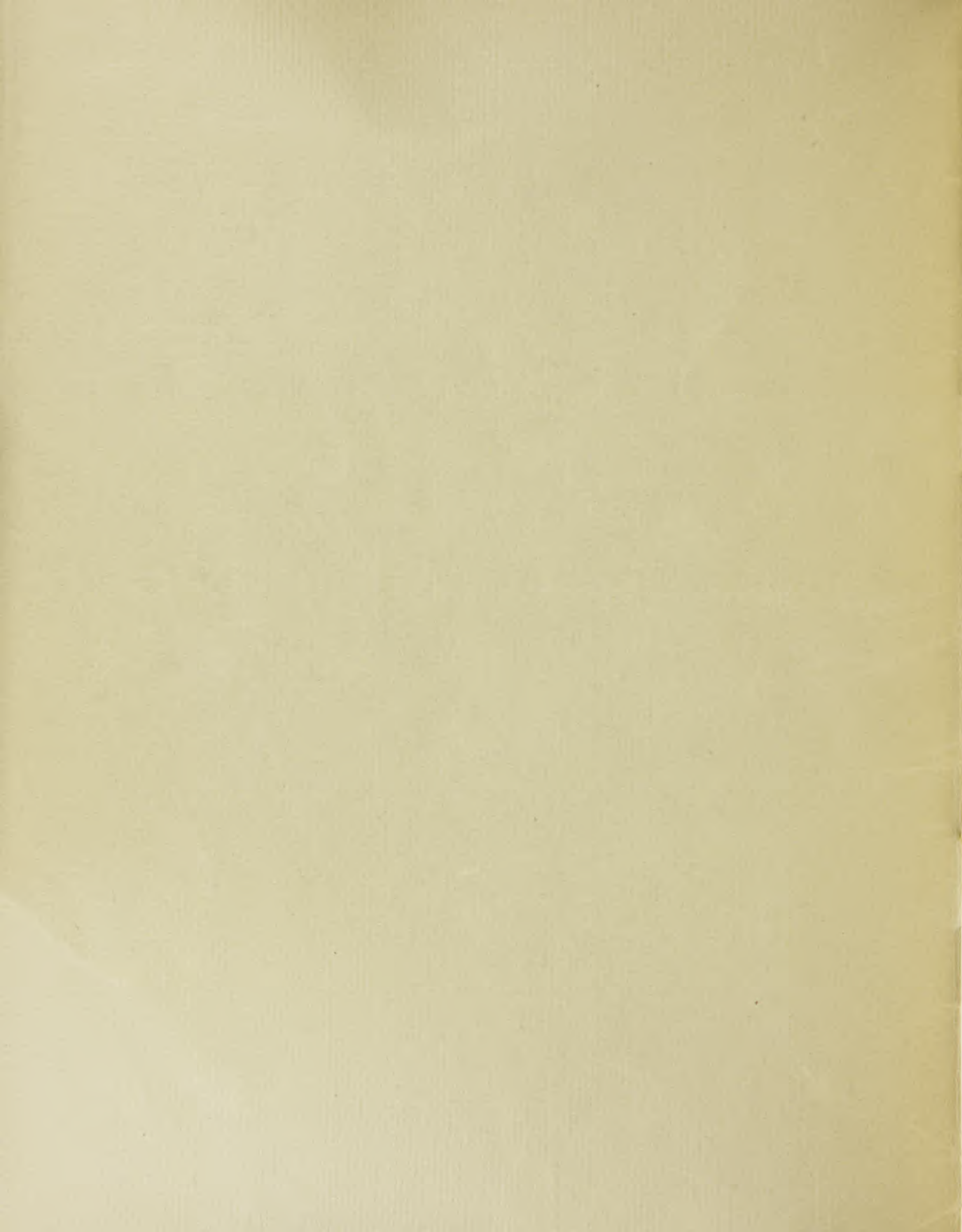
AUGUST, 1930.

CONTENTS

	PAGE
Foreword	29
Secretarial Arrangements	29
Gliding Certificates	29
Gliding Clubs	30
Demonstrations in Soaring Flight. Herr Kronfeld	31
Demonstration of Soaring Flight before H.R.H. The Prince of Wales. Herr Kronfeld	33
Club Notices	34
International Commission for the Study of Motorless Flight	41
International Federation for the Science of Motorless Aircraft	45
Visit to Wasserkuppe and Kegel Factory	47
“Cælo Temptabimus Ire”	47
Impressions of the Gliding and Soaring Movement	49
By Road to Wasserkuppe	51
Membership to the British Gliding Association	53

TWO SHILLINGS AND SIXPENCE

THE BRITISH GLIDING ASSOCIATION
44a, DOVER STREET
LONDON
W.1



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FOREWORD.

THE British Gliding Association has made considerable progress since the issue of the first number of the Journal. The direct membership has increased to 150, the Affiliated Clubs to 20. The Demonstrations of Soaring Flight during the months of June and July increased the membership of the associated clubs very considerably. More than one club gained 40 members as a direct result of the attendance at the demonstrations. A few clubs did not take steps to avail themselves of this opportunity.

EDITOR.

SECRETARIAL ARRANGEMENTS.

Members are advised that a change has been made in our secretarial arrangements. Mr. Howard-Flanders has resigned the Secretaryship, and has been elected a member of the Council and will undertake the Editorship of the Journal. Mr. J. L. R. Waplington has been appointed Secretary.

All communications should, therefore, be in future addressed to Mr. Waplington, as Secretary of the Association.

GLIDING CERTIFICATES ISSUED BY THE ROYAL AERONAUTICAL CLUB.

	"A"	"B"	"C"		"A"	"B"	"C"
C. H. Lowe-Wylde ...	30-3-30	8-6-30		J. R. Ashwell-Cooke ...	20-7-30		
C. H. Latimer-Needham	30-3-30	18-5-30	7-6-30	A. Goodfellow ...	26-7-30		
M. D. Manton ...	24-5-30	7-6-30	7-6-30	Miss D. J. Bradbrooke	1-8-30		
M. L. McCulloch ...	24-5-30	13-6-30		T. G. Humby ...	28-7-30	3-8-30	
G. M. Buxton ...	24-5-30	26-7-30		L. C. Williams ...	31-7-30		
F/O. E. Lucas Mole ...	7-6-30			H. A. Abdallah ...	1-8-30		
C. A. Price ...	21-6-30			P. Michelson ...	26-7-30		
D. M. T. Morland ...	30-7-30			F. B. Tomkins ...	27-7-30		
Col. The Master of Sempill ...	7-6-30	7-6-30	14-6-30	E. C. S. Megaw ...	1-8-30		
				B. A. G. Meads ...	27-7-30		

GLIDING CLUBS.

Affiliated to the British Gliding Association.

Channel Gliding Club,
R.A.F.,
Hawkinge,
Nr. Folkestone.

Dorset Gliding Club,
4, Derby Street,
Weymouth.

Driffield & District Gliding Club,
The School House,
Gembling,
Driffield, Yorks.

Dumfries & District Gliding Club,
Thornlea,
Rotchell Park,
Dumfries.

Essex Gliding Club,
20, Badlis Road,
Walthamstow,
Essex.

Harrogate Gliding Club,
The White House,
Starbeck,
Harrogate.

Ilkley & District Gliding Club,
The Red Lion Hotel,
South Stanley,
Nr. Harrogate.

Imperial College of Science Gliding Club,
Exhibition Road,
Kensington, S.W.7.

Kent Gliding Club,
14, King Street,
Maidstone.

Lincoln Gliding Club,
The Manor House,
Cherry Willingham, Lincoln.

London Gliding Club,
44a, Dover Street,
London, W.1.

Manchester Gliding Club,
"Cyntra," Poplar Road,
Didsbury, Manchester.

Oxford and County Gliding Club,
Brasenose Farm,
Cowley, Oxford.

Portsmouth & Southsea Gliding Club,
9, King's Terrace,
Southsea.

Sail-Plane Club of T.M.A.C.,
404, King's Road,
Chelsea, S.W.

Scarborough Gliding Club,
Harcourt Chambers,
St. Nicholas Cliff,
Scarborough.

Southdown Skysailing Club,
14, Brunswick Street East,
Brighton.

South Essex Gliding Club,
19, The Pavement,
Chadwell Heath.

Surrey Gliding Club,
24, Woodbridge Hill Gardens,
Guildford.

Worthing & District Gliding Club,
24, Ripley Road,
West Worthing.

DEMONSTRATIONS IN SOARING FLIGHT

BY HERR KRONFELD.

THE Council of the British Gliding Association decided that the best way to advance the interests of the Gliding movement in the British Isles would be to approach the Rhon Rossitten Gesellschaft and obtain the services of a first class sail-plane pilot, to give demonstrations of soaring flight.

The German Association very kindly offered the services of Herr Kronfeld and his sail-plane the "Wein" to the British Gliding Association. Arrangements were made for Herr Kronfeld to give demonstrations in June. It was found that The Daily Express had chosen the same method of introducing the sport to this country and had secured Herr Magersuppe and a standard "Professor" type sail-plane for demonstrations. It was only when it was discovered that the Itford Hill had been selected for both pilots that The British Gliding Association and The Daily Express became aware of each other's plans.

Fortunately the Chairman, Mr. Gordon England, and Colonel The Master of Sempill were able to arrange for the demonstration to be run jointly under the management of Messrs. Woolfe and Lucas.

Herr Kronfeld arrived in London on May 28th. He was entertained by Colonel the Master of Sempill to lunch at the Royal Aeronautical Society where he was introduced to the other guests:—Lieut. Col. Mervyn O'Gorman, Mr. Handley Page, Capt. Entwistle, Dr. Merton, Herr von Scherpenberg, Mr. Woolfe. Herr Flinsch, secretary to Herr Kronfeld, and Mr. L. Howard-Flanders, secretary of the British Gliding Association, were also present.

In the evening Herr Kronfeld, Mr. Gordon England, and Colonel the Master of Sempill were entertained to dinner by Air Vice-Marshal Sir Sefton Brancker.

On 29th Colonel the Master of Sempill very kindly arranged for a Bluebird to be placed at the disposal of Herr Kronfeld, who was flown from Heston via Ivinghoe Beacon, Winchester, Amberley, Itford, Lenham Cross, back to Heston. In the evening Herr Kronfeld lectured to the Kent Gliding Club at Maidstone.

On June 5th a press demonstration was given at Itford. Both pilots gave good demonstrations to the press and many photographs were taken.

On Saturday, 7th June, the wind at Itford was due North and of sufficient strength to ensure good soaring.

The London Gliding Club brought the Prufing Glider, purchased from the Association on hire purchase terms. The Kent Club brought their glider of which they are justly proud, designed by Mr. Lowe-Wylde, built by the Club Members, the first "Zogling" type glider to fly in England and which secured the first Glider Pilot's Certificate "A" for its designer, thus ensuring that the first Gliding Club to start in England had the first qualified instructor in Mr. Lowe-Wylde. This glider arrived on its trailer, which has become a familiar sight on the roads in Kent, having travelled over a thousand miles this year. The British Gliding Association had a primary training glider built by the R.F.D. Co., so that members could obtain some instruction at times when Herr Kronfeld was not otherwise engaged.

The afternoon started off with a flight of Herr Magersuppe of over two hours, followed by Herr Kronfeld at about 5 p.m., who made a flight of nearly 3 hours, attaining a height of 2,500 feet above Itford Hill.

Earlier in the day Capt. Latimer Needham made a flight of 22 minutes on the R.F.D. primary training glider, reaching a height of nearly 100 feet above the top of the hill. He was not able to land on the hill and glided to the bottom. Later on he took out the Prufing and qualified for his "C" Certificate with a flight of over an hour. Later in the day Mr. Marcus Manton qualified for his "C" Certificate with a flight of 16 minutes. Mr. Buxton was the next to qualify for his "C" Certificate with an excellent performance on the Prufing in which he did banked turns and made some of the spectators fear that he might stall, but the rising air current was strong enough to support anything.

On Sunday morning Herr Kronfeld gave a course of instruction on the R.F.D. glider and Flight Lieut. Fox-Barrett qualified for his "A" certificate. The Kent Club Glider was being used most of the day but in the evening it met with a complete crash. However Kent has always lived up to "Invicta" and by working all night, club members were able to see the glider take the air by noon on Monday. The wind was not so suitable as on Saturday, but both Herr Kronfeld and Herr Magersuppe made numerous soaring flights of over half an hour.

Monday, 9th June, the wind was fluky from the West, and soaring flight was almost impossible. Herr Magersuppe made a forced landing at the foot of the hill but Herr Kronfeld was able to maintain his altitude and made some fine flights returning to the starting point. The demonstrations were continued on the Tuesday but a heavy mist prevented flying.

The following week-end, the 14th and 15th, the demonstrations were again at Itford; on Saturday the wind was again Northerly but very light. A small amount of primary training was done and a few short soaring flights were made by the sail-plane pilots.

On Sunday the wind freshened towards the evening and Col. the Master of Sempill qualified for his "C" Glider Pilot's Certificate. Both sail-plane pilots gave some good exhibitions. At 5-30 Herr Kronfeld set off across the country; first he flew almost due North, gaining height over Glynde Hill. He then disappeared in a North-Westerly direction, and flew via Petersfield to Bedhampton Hill near Portsmouth, a distance of about 50 miles in a straight line.

The week-end, 21st and 22nd June, the demonstrations were at South Harting; the wind was light and from a South-Westerly direction. The hill was not suitable for this wind, consequently the sail-planes were only able to make prolonged glides. Some instruction was given on the R.F.D. glider and the Prufing.

The demonstrations, which had been managed jointly by the British Gliding Association and the Daily Express, were now taken over by the British Gliding Association, and were continued on the 28th and 29th June in conjunction with the Channel Gliding Club, on 5th and 6th July in conjunction with the Dorset Gliding Club, on 9th and 10th July in conjunction with the Ilkley Gliding Club and the Harrogate Gliding Club, and on the 11th and 12th in conjunction with the Scarborough Gliding Club.

The report of these events will be found in the club notices if received in time to be included in this number of the Journal.

DEMONSTRATION OF SOARING FLIGHT BEFORE H.R.H. THE PRINCE OF WALES, BY HERR KRONFELD, ON 15th JULY.

HR.H. The Prince of Wales had for some time expressed a keen desire to see Herr Kronfeld's exhibitions of Soaring Flight, and His Royal Highness had tried to attend one of the public Demonstrations. Unfortunately his engagements prevented this. The British Gliding Association, therefore, arranged to give him a private Demonstration at a date, time, and place convenient to His Royal Highness. His Royal Highness made it a condition that the Demonstration should be kept as secret as possible as he wished to enjoy the Demonstration unfettered by a large crowd; therefore great care was taken to prevent a leakage of information as to when and where this Demonstration should take place. Ivinghoe Beacon was selected as being the most convenient site and arrangements were made for a Demonstration to be given in the afternoon, Tuesday the 15th July. Colonel The Master of Sempill, with his usual energy and organising power and tact, made all the arrangements with His Royal Highness.

On the morning of the day in question Herr Kronfeld, The Master of Sempill, and Mr. Gordon England went out and inspected the site, arranging final details, and finding the weather suitable, a telephone message was sent to the Royal household stating that everything was in readiness. In the afternoon His Royal Highness was flown down to Ivinghoe Beacon, landing on the field at the bottom of the Beacon, the machine being piloted by Lieut. Armour. Here he was met by Colonel The Master of Sempill, Sir Sefton Brancker, who had flown down, and Air Commodore Bonham-Carter. Accompanying the Prince of Wales was Lord Louis Mountbatten. The Prince proceeded to another field at the bottom of the Beacon and there had presented to him, Herr Kronfeld, Mr. Gordon England, Captain Latimer Needham, Mr. Ashwell-Cooke, Mr. Lowe Wylde, and the Members of the London Gliding Club who had sportingly volunteered to give up the day and act as a Launching Team. A Demonstration was then given by Capt. Needham on the Zoglin, and Lieut. Fielden was then offered an opportunity to make a flight, which was his first experience of a glider. A successful short flight was made, showing that Lieut. Fielden had complete grasp of the controls of the glider, and it was decided to get him to make a test for his "A" Certificate from the top of the Beacon. At this point of the proceedings His Royal Highness was so enthusiastic and interested that he asked Sir Sefton Brancker to lend his machine and pilot for the purpose of going over to Hendon Aerodrome and picking up Prince George, whom the Prince felt would be equally interested to see the gliding. This was at once done. Meanwhile the party proceeded to the top of the Beacon.

Lieut. Fielden was then launched for his "A" Certificate, and made a very pretty, well judged, flight of 48 seconds which was in every way a very finished performance. Shortly after this, Prince George arrived, and Herr Kronfeld took up the Pruffling, kindly lent for the occasion by the Daily Express, and although there was not sufficient wind for Soaring Flight, gave a very pretty exhibition, gradually losing height but landing on the side of the Beacon. Lieut. Fielden was then sent off on the Pruffling to make his first flight on that machine, a

masterly exhibition doing turns, and finally bringing the machine to rest with a side-slipped landing in a field at the bottom of the Beacon, after having been in the air for 83 seconds. Then Herr Kronfeld took up his "Wien," the wind being only just sufficient to enable him to soar, and for several minutes he had a very hard struggle to keep his altitude. As he flew backwards and forwards along the face of the Beacon, struggling to gain height, he carried on a conversation with the Prince of Wales, much to His Royal Highness's delight. Presently Herr Kronfeld was able to pick up an area of ascending current which enabled him to gain considerable height, and he made an impressive flight lasting a little over 20 minutes, and landing on the spot from which he had taken off.

H.R.H. The Prince of Wales, Prince George and Lord Louis Mountbatten were most enthusiastic, and thoroughly enjoyed every minute of the Demonstration. Herr Kronfeld was able to show His Royal Highness some of the diagrams and illustrations for his new book, in which the Prince was extremely interested. At the conclusion of the afternoon's proceedings Capt. Needham made a flight from the top of the Beacon on the Zoglin machine for the edification of Prince George, who had missed that part of the performance.

Herr Kronfeld made a further flight on the "Wien," landing in the field beside the Prince's aeroplane, and bid him good-bye there.

Both the Prince of Wales and Prince George departed by air, and before doing so expressed their keen appreciation of everything that they had seen, and assured everyone that they had had a most enjoyable afternoon's entertainment. They were obviously impressed with the possibilities of Soaring Flight, and realised its national significance. In all the Princes spent about three hours at Ivinghoe, and as far as could be observed, were thoroughly interested in all proceedings during the whole of that time.

So well was the secret of the visit kept that no more than a handful of on-lookers were present, and the Princes were able to move about with complete freedom, which undoubtedly added greatly to their enjoyment.

CLUB REPORTS.

DRIFFIELD AND DISTRICT GLIDING CLUB.

THE Driffield & District Gliding Club was formed by a small group of enthusiasts with the idea of operating on the Yorkshire Wolds, and it was proposed to draw members from the towns of the East Riding which have no intention of forming their own local clubs.

From the outset the club has made steady progress and has obtained the support of several well-known and influential East Riding gentlemen. It may be well to mention the names of the officers because all are enthusiasts and any one

of them will be happy to supply details of the constitution of the club to intending members. Sir Richard Sykes, Bart., President; Sir Arthur Atkinson, Major A. N. Braithwaite, M.P., G. Van Trump, Esq., T. J. Burton, Esq., Thos. Holtby, Esq., C. Wright, Esq., Sqdn. Ldr. R. Harrison, W. Mallinson, Esq., Vice-Presidents; Dr. E. H. Milner (Chair), Professor Palmer, Dr. Stenhouse Stewart, R. C. Sice, Esq., H. E. Dixon, Esq., W. W. Southall, Esq., J. Young, Esq. (hon. treas.), and R. G. Spencer, Esq. (hon. sec.), Committee.

Membership is not restricted and ladies are admitted to either non-flying or full flying membership and a participation in the weekly Tuesday evening discussions which are held at 8 p.m. in the Keys Hotel, Driffield. Subscription is 30/- plus 10/6 entrance fee. Non-flying members 10/6.

It was at first decided to build a glider of Zogling type, and after the secretary had personally consulted with Mr. Howard-Flanders of the British Gliding Association, plans were obtained and the probable time of construction was estimated. About this time the membership of the club increased to the mark where purchase of a glider might be contemplated and it was decided to order a machine. Delivery of this has been promised for the middle of July and enthusiasm has been stimulated both by this fact and the progress of the Scarborough Club, who are comparatively near neighbours.

Several suggested gliding sites in the district have been inspected and the district around Shirendale appears to hold rich possibilities for sail-plane work. Up to the time of writing this article the choice of a ground for elementary gliding seems to rest between a fairly flat site at Nafferton and a safe "medium hop" field near Coltam.

Since the main objects of the Driffield & District Club are "to encourage air-mindedness and interest in aeronautics through the medium of gliding," it is incumbent upon us to get going at all costs and show the "threshold huggers" that gliders really can take the air even in the hands of novices, and in a perfectly safe fashion too. Hence the decision to purchase rather than build our first glider.

Much interest has been aroused locally by the appearance of several of our members flying club pennants in the form of "sausage" wind indicators from some conspicuous part of their cars or motor cycles. We understand that one member is anxious to have one fixed on his lawn mower, whilst another proposed advertising the club by adding one to his push bike. We recommend the idea—of club "sausage" pennants, not push bike advertisement—to the notice of other clubs as a source of revenue. Lady members will find the making of pennants a simple matter, the lettering can be entrusted to the club publicity man. The metal fittings are "pie" to the engineer and the treasurer will delight in counting in the dollars.

We wouldn't like you to think that we spend all our time thinking out stunts but our club toast "Better gliding!" and our correspondence tag "Yours air-mindedly" may commend themselves in your eyes.

R. G. SPENCER, Hon. Sec.

THE LONDON GLIDING CLUB.

THE club commenced operations on level ground at Guildford, where on the first day the two Club aircraft, a Dagnall A.T.I. and a German Zogling were flown by some twenty members. Amongst those who flew were The Master of Sempill; Mr. Gordon England, Chairman of the British Gliding Association; Flight-Lieuts. Atcherley and Stainforth, of Schneider Trophy fame; Capt. Needham, Mr. Marcus Manton, and others. After these preliminary trials the Club moved to Ivinghoe, near Tring, and thenceforward has made steady progress. Several members quickly qualified for their "A" and "B" Glider pilot certificates, and so at the beginning of June a Kegel "Prufing" was added to the Club fleet. This was sent to the B.G.A. demonstrations at Itford Hill, Sussex, and there, after a little instruction from Herr Kronfeld, Capt. Needham took up the "Prufing" and stayed up for one hour eleven minutes, thereby qualifying for the first "C" glider pilot's certificate to be issued in this country. Mr. Marcus Manton and Mr. Buxton both took up this machine afterwards, and also qualified for their "C" certificates. Col. the Master of Sempill, another Club member, also qualified for this certificate the following week-end. Since our return to Ivinghoe the instructional side for the benefit of *ab initio* members has been continued, and several such members are now nearing the "A" certificate standard. At the time of writing the Club has just ordered a two-seater machine from Germany, and it is hoped that this will be in commission very shortly.

The Club now also has its first private owner, Capt. Needham, whose sailplane, "The Albatross," was built to his own design, and although this machine has not yet been fully tried out, owing to the weather conditions, it has already shown itself to be a very high-efficiency low wind sailplane. No report of the Club's activities would be complete without paying tribute to the large amount of time which has been given to the Club by Capt. Needham and Mr. Marcus Manton, and it is undoubtedly due to their tremendous efforts that the Club has made such rapid progress.

Membership continues to increase at a satisfactory rate, but there are still a number of vacancies before the yearly quota is reached, and those interested should communicate with the Secretary, the London Gliding Club, 44a, Dover Street, W.1.

THE OXFORD AND COUNTY GLIDING CLUB.

THIS Club was founded in April of this year, and since its formation has made very satisfactory progress. It has over forty active members, and applications and enquiries are being received daily. On the formation of the Club, the construction of a Dickson Glider was commenced, and is now nearing the stages of completion. The Club, however, also has a Zogling Glider and has already commenced training on this machine.

The first flying meeting was held on the 22nd of June, when Mr. Marcus Manton, of the London Gliding Club, very kindly came down to instruct and demonstrate on the use of the machine.

The Club has adopted the policy of making haste slowly in regard to flying, and members without previous flying experience are given ground slides until they have thoroughly mastered the controls, and have gained sufficient confidence to take the machine in the air.

It was thought that by adopting this policy the training would be thorough, and that no time would be lost in training due to accidents to the machine, and the resulting loss of time spent on repairs.

The Club has met with considerable support locally, and has enjoyed the co-operation of both the public and the press.

At present the Club is gliding at week-ends only, so as not to interfere with the progress in the construction of the Dickson Glider, on which many of the members spend all their free evenings. Mr. Marcus Manton very closely inspected this machine on the occasion of his visit to us, and it was described by him as being one of the best examples of glider construction he has yet seen.

The Secretary is Mr. E. Walpole, Brasenose Farm, Cowley, Oxford, and membership of the Club is open to any person elected by the members.

PORTSMOUTH AND SOUTHSEA GLIDING CLUB.

THE Portsmouth and Southsea Gliding Club was formed on June 6th, at a Meeting held in the Banqueting Room, Guildhall, Portsmouth, by kind permission of the Lord Mayor, who also presided at the Meeting. We had the pleasure of the company of Mr. Gordon England at this Meeting, who gave us a very interesting and instructive address, embracing all the facts and possibilities of a Gliding Club. We had the additional pleasure of a short address by Herr Robert Kronfeld, and he gave us most interesting information in connection with his experiences in Soaring and Gliding.

At the conclusion of this Meeting a resolution was passed and carried unanimously that Portsmouth should have a Gliding Club. We received numerous applications for membership, and held our second Meeting of Members only, on the 19th June. Our Agenda consisted of adopting the Rules and regulations, and this was arranged with one or two minor adjustments. We were again fortunate in obtaining Herr Kronfeld to give us a lantern lecture, which was thoroughly enjoyed by everyone, as we had a very enthusiastic Meeting of "would be Gliders." Our first Glider was on view at this meeting, and it was proposed and carried that we commence our new sport on the following Monday, 23rd June.

Portsmouth has therefore commenced this new sport with great enthusiasm, and we hope we shall be well to the fore at no distant date.

We have now made numerous flights, and our Membership totals practically 125, so that we hope to be doing great things in the future.

THE CHANNEL GLIDING CLUB.

Contributed by Eric D. Palmer, Channel Gliding Club.

THE Channel Gliding Club is now firmly established with a membership of over a hundred members. The Club is in a very strong financial position mainly owing to the manner in which the demonstration on June 29th, at which Herr Kronfeld and Herr Magersuppe gave sail-planing exhibitions, was organised. The meeting showed a profit of over £40, and a contribution to the funds of The British Gliding Association was forwarded to Mr. Gordon England. In reply, Mr. Gordon England complimented the Committee upon the splendid organisation, and considered the meeting the most ably conducted yet held in this country. The attendance was upwards of 8,000.

The history of the formation of the Club makes interesting reading. At a Committee meeting of the Folkestone Motor Club held on April 7th, 1930, the question of gliding was raised. As Honorary Secretary, Mr. E. D. Palmer was asked to obtain any information available and report the findings at the next meeting. This meeting, held on May 7th, after a long discussion on the information laid before them, obtained from the B.G.A., passed the following resolution, “. . . That the formation of a Gliding Section or Club is not within the province of this Committee, owing to the indefinite initial expense, and not coming within the objects of the Club as defined in the Rules, and the probability of the undertaking becoming too large to become incorporated in the Club. This Committee will give every assistance to assist the formation of a Gliding Club.”

About this time also other gliding enthusiasts had been making progress with the building of a primary glider. Corporal Manuel, of the 25th (fighter) Squadron, R.A.F., Hawkinge, near Folkestone, had constructed a primary type glider of his own design. When completed, Flying Officer F. Fox-Barrett, of the same squadron, was towed off behind a motor car at a speed of approximately 35 m.p.h. Unfortunately, however, things did not work out according to plan, and Fox Barrett fell 15 feet (without the glider), and was transported to the sick bay, there to have several splinters removed from his eye, and a length of piano wire taken out of his nose.

It was at a dance held at the Aerodrome where the above two parties became cognisant of each other's separate existence. Mr. C. S. Samuels, of the Folkestone Motor Club, in the course of a conversation with Flight-Lieutenant L. H. Stewart, R.A.F., when talking the matter over, decided to get together the people interested at a further meeting.

On May 12th, there met a few friends in the persons of R. T. Moore, Chairman, Folkestone Motor Club; E. D. Palmer, Hon. Secretary; C. S. Samuels, Captain; F. H. Worrall, all of the Motor Club; together with Flight-Lieutenant L. H. Stewart, R.A.F., H. Feather, and D. G. Armstrong. It was decided to go ahead with the formation of a Gliding Club, and Flight-Lt. Stewart, a jovial personality, was appointed temporary Hon. Secretary. The next most necessary thing being

publicity, Mr. E. D. Palmer, by virtue of his press connection, was enrolled Hon. Press Secretary. Notices forthwith appeared in the press from Herne Bay in the east, round to Hastings in the west, not forgetting the London Press. In response over 80 applications were received for further information, and a General Meeting was decided upon on the lines outlined by the B.G.A.

Then came Itford!!! The B.G.A. wrote extending an invitation to the proposed new club to attend. Our Secretary made prompt application for the necessary tickets; owing to private reasons, business, etc., all could not go who wished. Eventually L. H. Stewart, E. D. Palmer, F. Fox-Barrett, C. H. Anness, and W. Garnons Williams set out with camp beds and gear to Itford. While there they made their presence known, and after talks with Mr. E. C. Gordon England, that ever optimistic enthusiast, and with Herr Kronfeld, and with the other Clubs' members, our Club seemed nearer materialisation.

It is well known what happened at Itford. But there is one thing not so well known. On Sunday morning, Herr Kronfeld took Fox-Barrett as his pupil, and after three short hops pronounced him fit to take his "A" licence. By the courtesy of the Kent Gliding Club, who allowed their "Zogling" to be used, Fox-Barrett made his glide of 32 seconds, and obtained the licence, witnessed by Mr. Gordon England and Herr Kronfeld.

Returning to Folkestone full of renewed enthusiasm the search now led to sites, and every evening the Committee were out prospecting the surrounding country, for while at Itford we had strained every effort to obtain a similar demonstration at Folkestone, and had not been entirely unsuccessful.

On June 23rd we were informed that a demonstration was to be held at Folkestone on July 5th and 6th. The Committee was hurriedly called together and plans made for the work to be done. All sections were catered for: Transport, catering, advertising, ground staff, car park, etc. The very next morning, however, a telephone message was received stating that the demonstration was to be held one week earlier, June 29th, only five days ahead. This meant real hustle. By the courtesy of Mr. H. Southall, a club headquarters was opened at the Queen's Hotel, Folkestone, where the Committee was in constant attendance. Messrs. Martin Walter & Co., the well-known motor agents, put the whole of their transport and publicity organisation at our disposal.

The arrival of Herr Kronfeld on the Tuesday to select the site, and a visit by Mr. Gordon England on Wednesday, when he attended a Committee meeting, and gave most valuable advice, were among the outstanding events of the preceding week.

No demonstration could be arranged for Saturday in view of the counter attraction in the way of the Hendon Air Pageant, but Herr Magersuppe decided to fly to become accustomed to the country. At 4-30 the "Professor" was ready and Magersuppe was launched into the air. His intention was to make an hour's flight, but this intention suffered revision; making several flights along the

hills to the west, Magersuppe then made a flight straight out over the town, and gained a point immediately over the Metropole Hotel on the West Leas. Returning in an easterly direction over the town to the Dover Hill, he gradually lost height, but at "Windy Corner" he found a strong up current, and gaining height again continued soaring and sail planing along the hills to the west of the town, at times gaining a height of 1,500 feet.

This was a most happy and encouraging inauguration of the meeting. But more was to come; Magersuppe decided to make a landing in the town itself, and chose the Canterbury Road Recreation Ground, a piece of flat grassland, approximately 100 yards square, surrounded by houses 35 feet high. Magersuppe had to bank sharply to make a landing in which the starboard wing tip just skimmed the surface of the ground sufficiently to bring the whole plane round in a complete half-circle, coming to a standstill almost in the centre of the ground, truly a wizard exhibition of skill.

Sunday's flying was wholly of the exhibition type, being carried out by Herr Kronfeld in the "Wien" and Magersuppe in the "Professor." The attendance was over 8,000, and perfect weather prevailed, though a stronger wind would have been appreciated by the pilots. Over sixty new members were made at the meeting, and large numbers of application forms were issued, together with pamphlets dealing with the objects of the Club.

Tuesday, July 1st. The Public Meeting was held at the Town Hall, Folkestone, under the chairmanship of A. Dallas Brett, Esq., J.P., supported by Herr Kronfeld, Herr Magersuppe, R. T. Moore, Esq., and a full attendance of members, and the hall was packed with local and county residents. The slides of the B.G.A. were shown and explained to the audience, and followed by the showing of Herr Kronfeld's own slides brought by him from Germany, which were most highly instructive. At the close of the meeting over 30 new members were enrolled, and the General Meeting was arranged to be held at the Queen's Hotel on Friday, July 4th, at 8 p.m.

Friday, July 4th.—The First General Meeting of the Channel Gliding Club was held at the Queen's Hotel, Folkestone, with R. T. Moore, Esq., in the chair. Mr. W. E. Cook presented the statement of accounts to date, showing a balance of cash in hand, after meeting all liabilities, of approximately £110. This figure included subscriptions received to date, but it was pointed out that no portion of any subscription had been called upon to pay any expense incurred by the Club. The meeting on the previous Sunday had resulted in a complete financial success, an approximate profit of £45 resulting, out of which it was proposed to send a third to the B.G.A. A letter was read from Mr. E. C. Gordon, England complimenting the Club on the most efficient manner in which the demonstration was arranged and controlled, adding that it was the most successful and completely organised demonstration held in this country to date. A letter from Colonel the Master of Sempill conveyed his good wishes for the Club's success, and thanked the Club for the hospitality extended to the visitors and staffs. Letters from

prominent members of the county had been received, even up to the evening post on the day of the meeting, and in view of approaching some of these personages to serve on the Club executive, it was resolved to hold over the election of the Committee for the following year till the next General Meeting, which would be a special meeting to be held on Friday, July 11th, at the Queen's Hotel, Folkestone, at 8 p.m.

KENT GLIDING CLUB.

THE Kent Gliding Club was formed by a small band of enthusiasts on January 4th, 1930. These members, under the leadership of Mr. C. H. Lowe-Wylde, designed, built and flew successfully the first Primary Training Glider in Great Britain. The Club have taken their machine on a specially constructed trailer to various parts of the country and at Ivinghoe, Bucks, Mr. Lowe-Wylde gained the distinction of earning the first Glider Pilot's Certificate to be awarded in England. The Club has now obtained a permanent training site at Lenham, Kent, and which is only a few hundred yards from the main London-Folkestone road. A licensed aerodrome adjoins the ground and gives facilities for flying visitors to land. Gliding is carried out here every Sunday, weather permitting.

A charge of 1s. is made to members for each flight. This charge includes instruction. The Entrance Fee to the Club is 10s., the annual subscription for Flying Members is £1 and to Non-Flying Members 10s. A Constructional Section has been formed to effect repairs to the present machines and also to build machines of a more advanced type. The Club, which is affiliated to the British Gliding Association, took an active part in the Sail Plane Meetings organised at West Firle, Portsmouth and Folkestone. At the first of these meetings, we took our training machine and made many successful demonstrations. On Sunday evening the machine was unfortunately somewhat badly smashed and the opinion of many was that it was beyond repair by the following day. However by a great effort on the part of certain members, by working all through the night the Glider was repaired by noon on the next day and was again ready for work.

On Friday, May 30th the club was fortunate in securing the services of Herr Kronfeld, who made his first public appearance in England by giving a highly interesting and instructive lecture on Gliding and Soaring, illustrated by lantern slides. The Lecture was held at the Corn Exchange, Maidstone, and was attended by a large number of Club Members and the general public. The President Dr. Whitehead Reed, the well-known private aeroplane owner, was in the chair and introduced Herr Kronfeld. The Hon. Secretary of the Kent Club is Mr. R. B. Haynes, of 14, King Street, Maidstone, who would be pleased to forward particulars, etc., to any party who may be interested.

REPORT ON THE ACTIVITIES OF THE IMPERIAL COLLEGE GLIDING CLUB.

The Imperial College Gliding Club was first thought of in February. The Club is open to all students of the Imperial College. A glider has been designed, full drawings produced and construction begun.

The members propose to hold a camp during September. Several of the members are motor pilots and two members are learning to glide at the Wasserkuppe.

The Club has every reason to hope for success, as most of the members are keen on the sport of gliding, and on the constructional work.

P. ADORYAN, Hon. Secretary.

FORTHCOMING EVENTS.

The Wiltshire Light Aeroplane and Glider Club proposes holding a Glider Meeting on October 4 and 5. They have a splendid site equivalent to the well-known Itford Hill, and with available wind in nearly every direction. They have also a good graded area for safe Zogling close at hand. There is space of about 65 acres for the use of guests arriving by air, and a car parking space adjoining of about equal area.

The Club is leaving nothing undone to make for the completion of a successful meeting. The President of the Club is

C. J. Cuss, Esq.,

Church Place,

Swindon, Wilts.,

from whom all particulars can be obtained.

VISIT OF BRITISH DELEGATES TO SECOND SESSION OF THE INTERNATIONAL COMMISSION FOR THE STUDY OF MOTORLESS FLIGHT, HELD AT FRANKFURT, 14th JUNE, 1930.

FRANKFURT was reached at 3 p.m. on Friday, 13th June, and an immediate visit was made to the Offices of the Rhon Rossitten Gesellschaft at 10, Schubertstrasse. Here Dr. Graf V. Ysenberg received us very kindly, told us the arrangements made for the following day, and gave us our official invitation cards.

The actual Meeting was held in the "Club für Handel und Industrie," 12, Miguelstrasse, at 10 a.m., and representatives were present from Belgium, Germany, Hungary, England, France, Italy, Holland and Spain.

The actual proceedings are given in the accompanying draft minutes, and it was interesting to note throughout the whole Session, the extent of the interest aroused among the German representatives by the entry of Great Britain into the movement.

The Meeting was concluded at 1 p.m., and we were taken to the Winter Gardens for lunch. The Party was divided up into groups by mutual consent, and spent most of the intervening periods discussing points of their own particular interests. Having as a particular object the assimilation of as much technical information as possible, I managed to form our own group consisting of Dr. Usinus; Herr Knott, Instructor of the Rhon Rossitten Gesellschaft and recently returned from a 12-months stay in America; Herr Rotschild, acting as Solicitor to the Assembly, but who also was extremely active in interpreting when misconceptions occurred; Mr. Haynes and myself. After lunch, and while the main party went off to the Stadium, we visited the Offices of "Flugsport" at the invitation of Dr. Usinus and spent some time discussing the design of Gliders and Sail-planes, the organisation and operation of the Movement and methods of training pupils.

We rejoined the others at the Stadium for tea, then returned to our Hotels with instructions to re-assemble for Dinner at Miguelstrasse at 7-30 p.m.

On presenting ourselves we were met by Dr. Georgii, who introduced us to Mr. Bosanquet and M. Billecocq, the British and French Consuls respectively. For some time I was engaged in conversation with the latter and was considerably surprised at his knowledge of Aviation matters.

During dinner a telegram was received, informing us of the fact that Colonel the Master of Sempill had qualified for his "C" Pilot's licence. This information was received with great interest by the whole assembly.

Speeches were made by Dr. Kotzenberg, President of the Rhon-Rossitten Gesellschaft, who welcomed the delegates on their behalf, Mr. Bosanquet, Dr. Georgii, who pointed out the significance of holding this assembly in Frankfurt, where so many important functions had either originated or been developed, M. Billecocq, and M. Maurice Kahn, who replied on behalf of the delegates.

In conversation which followed for a period of some hours, we learned from Dr. Van der Maas (who I had met two years ago at the Royal Dutch Aeronautical Research Laboratory, Amsterdam) that the Gliding Movement in Holland was not likely to be a strong one owing to the absence of good sites and adequate finance. That Signor Mussolini was personally interested in the Movement in Italy and had stated that it *had* to develop; and from Herr Knott that the Movement was not developing satisfactorily in America due to:—

1. More than one Body trying to govern it, and neither was yet officially recognised.
2. The tendency to make every demonstration and meeting a "stunt" of a sensational nature for Press Publicity.
3. Premature attempts to tow *unsuitable* machines by car and aeroplane.

Dr. Georgii later made arrangements for us to visit the Wasserkuppe and promised the escort of Herr Knott.

Leaving Frankfurt at 9 a.m. on Sunday we reached Gesfeld, the nearest village to the Wasserkuppe, at 12-30, lunched, then proceeded.

The afternoon was spent in the meteorological and photographic section, as no gliding was in progress.

On the Monday we spent the morning watching ab initio training, inspecting workshops and hangars, and arrangements made for the technical instruction of pupils. The most evident point was the wide resources they possessed, although they had obviously been obtained rather by great effort than by lavish expenditure. We paid particular attention to the part devoted to repair work, and were impressed by the good workmanship and thoroughness of the repairs.

As might be expected, however, the nucleus of the repair section were skilled craftsmen employed by the Rhon Rossitten Gesellschaft.

During the morning, and in the short space of an hour or two, three training machines of the "Zogling" type were badly damaged, but two of them were soon ready for service again, simply owing to the number of spare parts readily available. This shows that unless an ordinary Club possesses exceptionally good resources, both in time and money, it is not going to be able to withstand the strain of repeated smashes if it undertakes primary training work.

Apart from pupils of the Rhon Rossitten Gesellschaft, a few local Clubs use the Wasserkuppe as a Gliding Ground, but apparently all their Members can already handle a "Zogling" efficiently, which makes their continued existence economically possible.

A large amount of experimental and development work is separately carried out by the Rhon Rossitten Gesellschaft, and one interesting machine of the tail-less variety was seen in course of construction. It had passed through the initial stages of model and glider existence—had been progressively developed, and was now assuming form as a power-driven machine. Here again, the workmanship was exceptionally good.

In a hangar containing power-driven machines were to be seen many of their experiments in fitting engines to machines originally designed and built as Sailplanes. In one case a twin two-stroke engine developing, it was stated, 3 h.p., was fitted to a modified Professor type. This machine, we were told, flew quite strongly.

There were two Sailplanes modified for towing behind an aeroplane, fitted with a bridle attached to the centre of gravity and carrying a quick-release hook. In addition, a signalling device consisting of an electric light was fitted in the cockpit for communication between pilots. Most of the afternoon was spent with Herr Lippisch, who carries out the design and experimental work at the Wasserkuppe, and who, incidentally, designed the "Wien." With him we had an interesting discourse on Sailplane design, and later witnessed experiments with models of tail-less machines, launched from a small carriage travelling up the cable of a box-kite.

During the day arrangements had been made for us to visit the Kegel factory at Cassel, therefore we reluctantly took leave of the people at the Wasserkuppe, all of whom had been extremely kind and very ready to impart any information desired.

Cassel was reached at midnight on Monday, and the following morning we left for the factory at Ihringhausen, outside the town.

Posters were very conspicuous, announcing a Sailplane Meeting for the following week-end. We learnt that these functions occurred frequently at Cassel throughout the year and were well supported both by pilots and spectators.

We were received at the Kegel factory by Herr Knupffer, as Herr Fieseler was away in Italy.

Herr Knupffer was very interested in the Gliding Movement in England and showed us cuttings from our Press indicating that he was following it up. Incidentally, we saw a letter from S. T. Lea & Co., enclosing a photograph of my own machine and suggesting that we were copying the Kegel design!

The factory itself was of fair extent, and was then wholly engaged in Glider and Sailplane manufacture. This firm also manufactures trailers for the transport of Sailplanes, and they are certainly very carefully thought out. All processes of the manufacture of Zogling, Pruffling and Professor types were gone into, and where we could not actually see a particular operation we were shown the jig or fixture upon which it was carried out.

Of special note is the fact that in no case does the use of screws or nails enter the actual construction of any of their machines.

We were particularly privileged in being allowed to see Herr Kronfeld's new machine in course of construction. It is difficult to do this job justice in mere words. The immense span—98 feet as a pure cantilever—is rather a problem viewed from a constructional standpoint, but seems to have been excellently tackled in this instance. The ply covering of the wings is intended to carry the major portion of the torsion and it is, therefore, being applied diagonally. The actual covering was seen, it being cemented up in mosaic form preparatory to being fixed on the wing structure.

This was a very fine piece of work, but nothing compared to the upper fairing of nacelle and wing leading edge. This particular part of the machine has rather elaborate lines, but the way in which large and small pieces of 0.8 m/m plywood has been fitted—without fastening them on internal stringers of any description, was really beautiful.

In talking of this piece of work we mentioned the impossibility of obtaining such thin plywood at a reasonable price, therefore Herr Knupffer promised to put their supplier in touch with us.

We also secured a sample of their fabric and clear dope, they having mentioned that they found "Glider Dope" as offered in England too heavy for their purpose.

We returned to Frankfurt that evening, and the following morning—Wednesday, left for England, via Cologne and Brussels.

C. H. LOWE WYLDE,
July 12th, 1930.

**Notes on the International Conference of
THE INTERNATIONAL FEDERATION FOR THE SCIENCE OF
MOTORLESS AIRCRAFT.**

Held at Frankfurt, Germany, on the 14th June, 1930.

Chairman: Dr. W. Georgii.

Representatives attending from: Great Britain, France, Belgium, Holland, Spain, Italy, and Germany.

Original motions were read, discussed and confirmed.

Added that women were eligible for membership to the I.F.S.M.A.

Council to stand as before, with the addition of Colonel The Master of Sempill, who was unanimously co-opted.

ELECTION OF OFFICERS FOR MANAGEMENT COMMITTEE.

President: Dr. Geogii.

Vice-Presidents: Col. the Master of Sempill.
M. Massanet.
M. Musseau.

Secretary: Dr. L. Graf v. Ysenburg.

Treasurer: Reserved for a nominee from Italy.

Mr. C. H. Lowe-Wylde (Great Britain) moved that it would be more advantageous for the efficiency and ease of management of the business of the Federation if the Treasurer also resided in Germany. It was pointed out that the duties of the Treasurer would not be very onerous, and his business with headquarters (the Rhon Rossitten Gesellschaft) could easily be carried out in writing. The matter was therefore left that Italy should nominate the Treasurer.

Executive Committee.

Divided into three (3). Sub-Committees.

The Executive Committee will define and direct the policies of the Sub-Committees, who will appoint their own Chairman, and will either meet in person when necessary, or express their individual opinions in writing.

Sub-Committees to consist of:

I. Technical Committee.

- (a) Dealing with meteorological research (proposed from Great Britain, Col. The Master of Sempill, Sir Gilbert Walker, and Dr. Glaurt).
- (b) Dealing with the construction and design of machines (proposed from Great Britain, Mr. Lowe-Wylde, Capt. Latimer Needham, and one other yet to be nominated).

2. **Sports Committee.**

Dealing with Gliding and Soaring from a purely sporting aspect. Arranging International Meetings and Competitions, and to work in conjunction with all the Aeronautical Societies of the various countries (proposed from Great Britain, Mr. Gordon England, Commander Perrin, Sir Sefton Brancker, Mr. Marcus Manton, and Dr. Whitehead Reid).

3. **Publicity Committee.**

Dealing with all publicity and reports internationally. (Proposed no names—reserving the right to nominate later when suitable names could be put forward).

Financial Arrangements.

Annual subscription from countries affiliated, suggested by Chairman, at £5. This was not considered sufficient and after discussion was agreed upon at £10, with the possibility of still further increasing this sum as the work and uses of the I.F.S.M.A. developed. Mr. Lowe-Wylde enquired as to the estimated expenditure likely for the first year, with a view to drawing up a provisional budget, but the Chairman explained that such expenses were difficult to arrive at, but the question was receiving serious consideration (postage, telephones and clerical work would be the main items, with the possibility—if not a certainty—of having to employ a paid typist). Various means of raising funds were discussed, amongst which subsidies from the various Governments, donations from Aeronautical Societies and Aeronautical Engineering concerns were mentioned.

Records (with special reference to the F.A.I.).

The F.A.I. to be approached with a view to obtaining their official recognition of all National Glider or Flying Associations, thus empowering these bodies to deal with the supervision of record attempts and the obtaining of Pilot's Certificates in all classes, so that they may issue Certificates under the F.A.I. Left to the Sports Committee to propound the proposition to the F.A.I. in time for them to deal with the matter at their Meeting in November next.

Competitions for 1931.

Due notice to be given by each individual country to the I.F.S.M.A. of any proposed International Competitions or Meetings in that country in 1931. This information to be forthcoming before the end of the current year in order that dates will not coincide and arrangements can be made. (Suggested June and July as the most likely months, and the advisability of the Competitions being held in fairly quick succession, so that Pilots may devote a month or so to such Competitions).

Report of the Conference.

A Report to be sent to world's New Agencies, the F.A.I., and all National Flying Organisations (? also the League of Nations).

CONCLUSIONS DRAWN SUBSEQUENT TO VISIT TO WASSERKUPPE AND KEGEL FACTORY.

IT was all very obvious that Motorless Flight in Germany is an extremely *real* thing. The man in the street could talk on the subject—it was evidently part of their country's important activities!

The basis upon which the whole Movement operates is an extremely sound one and that in itself gives security to its future. On looking at the subject from our point of view in England, it seems all too probable that our Clubs, enthusiastic though they are, are not working on lines which will make for permanency. The operation and development of the Movement in Germany seems definitely to rely on the constant experiment and research of the Rhon Rossitten Gesellschaft and the thoroughly sound equipment made available by firms like the Kegel Co. We, in England, have not their counterparts and it is certain that unless we institute them we can never be assured of a future for this science.

In the first place, proper training by the Rhon Rossitten Gesellschaft of young people in the elementals of aerodynamics and meteorology and the art of practical flying, assures new Clubs in formation a healthy nucleus upon which to develop, while their constant research and experimental work makes certain that the equipment used is always efficient and up-to-date.

Judging by the accidents and consequent damage we witnessed there during a short visit, and also the actual experience of smashes among our own Clubs in this country, it would seem impracticable to expect Clubs to carry out their own training work unless provided with a grant to meet the financial burden imposed, and it is also certain that frequent breaks in operation due to crashes caused by *ab initio* pupils will prevent continued enthusiasm being shown by older members and the development of a Club will thus be definitely stunted.

The one solution is the institution of a Central School for the training of young pupils and for carrying out continual research and experimental work. This is absolutely necessary in order to put our young Movement on a sound basis upon which to develop and later be able to make an attempt to assume some lead in the science and sport of Motorless Flight.

Germany elatedly points out that, in not being allowed to maintain an Air Force, she has been able to devote all her money and energies to Civil Aviation, and therefore intends to make her rising generation a thoroughly air-minded one.

What an opportunity for some philanthropist in this country to come forward and, by making it financially possible to institute this British School of Motorless Flight, bestow a permanent endowment on the youth of the British Empire.

“COELO TEMPTABIMUS IRE.”

THAT Germany are masters of the great Science and Sport of Motorless Aircraft, becomes an undoubted conviction by but a short visit to the Training Centre at the Wasserkuppe. Here can be seen, too, one of the reasons why this is the case. Practical efficiency combined with all reasonable economy is manifested in every direction. The equipment, machines and scientific instruments all

point to the thorough grip they have on the scientific side of powerless flight, while the number of young student enthusiasts speaks eloquently of their realization of the Sporting possibilities. Even the buildings and catering arrangements indicate a thoroughly practical policy in the organization of this great centre, which would appear the only sound and practical solution to the problem of how to deal with the vast subject of Soaring and Gliding. Their methods of dealing with tuition, construction, repairs and research work are all obviously sound and systematic; students can acquire a really practical and useful insight into every phase of the movement.

And above all is their great reason for this careful organization: it is undoubtedly because they are convinced of the great importance of studying and investigating Motorless Aircraft from all angles, especially so far as its bearing on the design of power machines is concerned, and also because they consider it the finest way to make their rising generations air-minded.

The possibilities of aircraft have always been somewhat ignored by the man in the street in this country, and the reason for this is probably because any discovery or invention in the history of the world has always been received with a certain amount of incredulity and derision by the vast majority of people. But the great number of Gliding Clubs that have sprung up in this country since the revival of Gliding and Soaring this year, may be taken, surely, to indicate a strong desire on the part of many of the younger generation to know more about flying and its possibilities. However, if this younger generation is to convert others, they must first of all be taught themselves; there are many willing pupils, but the master is lacking.

This great interest which has been aroused must not be allowed to wane, if Great Britain is to maintain her position as one of the leading air-nations of the world. The British Empire has always depended for its very existence on maritime supremacy, and now this latter is overshadowed by this new factor. At present flying is confined to the few, but by this great new movement, another avenue has been opened up, by which many may acquire an insight into the possibilities which complete conquest of the air possesses.

Therefore there would seem a very real and pressing need for some organization in this country to place gliding and soaring on the plane to which it has every right to aspire; and even more important, to direct the operations of Clubs, who must ultimately be responsible for the success or failure of the movement, since it is through Clubs that the rank and file will be introduced to science and sport of motorless aircraft. At present, although not belittling the splendid efforts of the many enthusiasts in this county, it would appear that Clubs are floundering in their ignorance, and very little practical effort has been made to tackle the proposition along the right lines.

The most methodical policy to assure a steady and ever growing interest in the new movement would be to form a school or training centre such as the Wasserkuppe, where not only a large number of persons could obtain a good grounding in all the necessary knowledge required, which as voluntary instructors they could pass on to their respective clubs, but also where research work into all departments could be carried out by experts. The knowledge obtained should then be handed

on to all affiliated clubs, where it was considered that such information would help and aid the more efficient working of such clubs.

Clubs cannot be expected to furnish much, if any, scientific information or knowledge, although of course they should be encouraged to do so to the best of their ability. What they can do is to further the sporting side of the movement; but this depends largely on the development of machines and the ever widening range of performance. There can be little doubt that the vast majority of Club members will look upon soaring and gliding only from its sporting view point, and they can be relied on to exploit all the possibilities of motorless aircraft as a sport.

Enthusiasm is almost bound to wane if Clubs are relied upon for the necessary knowledge, for if any development is made at all, it is bound to be slow, laborious and inefficient, and the movement will die a natural death in this country.

The great difficulties that confront the scheme are only too obvious, and, as is usual in such cases the subject of finance looms up as the worst ogre. But if only Great Britain can get down to bed-rock, and build up solid foundations on which to base the movement, support is much more likely to be secured when it is realized that practical work is being done and achievement is being gained. At present many people suspect the movement in this country of being nothing more or less than a newspaper "stunt," and imagine that Sail-planing can only be done by crack continental pilots, while they are quite unable to see any practical use in the new movement. These erroneous ideas must be dispelled, and dispelled as quickly as possible. The process of education is bound to be slow; therefore the sooner an effort is made to reveal powerless flight in its true and honourable colours, the sooner will the movement flourish in this country.

MY IMPRESSIONS OF THE GLIDING AND SOARING MOVEMENT.

I can see no definite reason why I should burden the English Public, or any public, or any part of any public, with my views on this matter of Gliding and Soaring Flight. It seems that, after having wandered some three or four thousand miles to expose myself to a practical course in gliding and soaring, the Hon. Secretary and other members of the British Gliding Association have put me on a pedistal of authority on the matter. You will probably discover after reading the article—if your patience permits—that the pedestal should be made no higher than a snake's hip. Disregarding all of this, another way to avoid considering me too serious is to note that the heading classes this as impressions.

After coming to the conclusion that few people at home knew as much about gliding and soaring as they claimed to know—possibly an English inheritance—I decided to go to the nursery, if not the birth place of the gliding movement, the Rhon Rossitten Gesellschaft's school on the Wasserkuppe in the Rhon Mountains, Germany. They were killing quite a few good boys in the "States," by towing Zoglings around airports with automobiles, and by using 10 to 14 men on the start cords for the first starts, etc. I could see no sense in doing such things, because there are really not enough wires on a Zogling to string a harp. I don't feel abashed at this rather open confession, in England, of the faults of my compatriots, for you here were quite as guilty of the same offences, and in some

places still are. A shining example of this is an accident that occurred during my self-invited tour of England with Herr Kronfeld. One of the clubs we visited has a Zogling. It had made several successful—that is uneventful—flights. They poised it on top of a violent slope. The pilot gave it a casual inspection and got the start crew ready to dive over the edge of the hill. The ailerons were cocked over, the rudder also. The stick was well back. In fact everything was in the ideal position to make a good climbing turn in a “Siskin.” I sheepishly went up and asked the pilot if he would mind being moved back a few yards, and then if he would hold his controls in a neutral position for the take-off, and if he would mind just using a start crew of eight men. He consented reluctantly. The result was that he made a very gentle, graceful and successful flight, with a good landing in the centre of a flat field at the foot of the hill. The start crew went down and on the way were augmented slightly. They organised themselves to start a new member of their club—an infallible Moth pilot who had never before flown in a glider. All was made ready with a start crew of 10 to 16 men instead of 4 as should be used for beginners. I did not go down to help and suggest what I had learned on the Wasserkuppe, for I felt that my first attempts had been taken as an intrusion. I turned my back on the painful sight that seemed inevitable. Twenty minutes or so later they all came back to the top of the hill where I was busying myself with Herr Kronfeld's machine. Now, gentlemen, the return was sans Zogling and the facial expressions were appropriate for a wake, and I knew full well that £60 had gone west. The pilot had made the kind of good landing that one is able to walk away from. Now understand, I don't wish to say that motor pilots can't glide, or that no one in England knows anything about gliding—I am only warning you to learn “to walk before you run” and that the Zogling is an excellent perambulator if properly used.

To get out of the demigogic strain, I left Pittsburgh, my home town on April 3rd, 1930, for New York. On April 4th I waved goodbye to that Lady called Liberty in New York Harbour. Cherbourg, Paris (1 night), Koln, Frankfurt, and then on the 14th of April I was on the Wasserkuppe. Arriving at the school in the middle of the April course, I decided it was best for me to spend two weeks until the May course becoming acclimatised, learn a little of the language, and see how I should proceed when I started the course. The two weeks did me the world of good. I lost the flying egoism that motor flying had given me, and discovered that the best thing was to admit that I knew nothing about gliding. I found that in Germany gliding is considered a serious sport, and that if caution is used in the beginning, the element of danger is practically nil.

The boys came there from all parts of Germany and, at present, the whole of Europe, for the movement is becoming very international. They range in age from 14 to 40 years, and all of them are treated equally. Everyone with a Zogling. Short hops at first, then as they progress they are divided into groups according to proficiency. The more proficient go to the more advanced types of machine. The salient thing to be remembered is the caution that is observed. For example, only on very rare occasions is a student permitted to take his first hop in a new type, off anything but comparatively flat ground, and then only with a start crew large enough to give a short flight. A crew of eight men is sufficient to give the Professor type a good enough start for the first flight for anyone. I won't attempt

to give any more of a correspondence school course in gliding and soaring flight, as I understand that is being done elsewhere in this publication, and though my opinions do not conflict with the other parties, they may confuse the readers.

To correct any false impressions I may have created by the disparaging remarks I have made about motor pilots I must say that they progress faster in the work than those who have had no flying training. To use myself as an example, I had one flight in a Zogling, about 3 flights in the "Hangwind" or secondary type, that is the type between the Zogling and Pruffling. I never flew the Pruffling. I had 4 flights in the Professor type and on my 8th flight I took my "C" licence. I never officially took my "A" or "B" tests. The progress of most other motor pilots is about the same, provided they get the proper initial instruction.

In conclusion I wish to say that in my opinion gliding and soaring are of no definite commercial value, except as an ideal means of primary training for private and commercial motor pilots, for there is no better way of developing a pilot's touch of control, and his accuracy in take-offs, landings, and general air manœuvres. As a sport, soaring flight may be equalled by a few other sports, but it is surpassed by none.

A. C. HALLER.

BY ROAD TO THE WASSERKUPPE.

WHEN I made this journey in April I was in no hurry to reach the Rhon Mountains. In fact, my main idea was to motor gently through the Rhine Valley without ending up anywhere in particular, but as it happened, I took almost the direct route to the Wasserkuppe. It has been suggested that a few notes on this trip might be of interest to those who are thinking of doing the same. First of all, the arrangements for shipping my car abroad were made by the A.A. Although the various papers required for motoring in Holland and Germany look rather formidable, I found that all I had to do was to "sign here" several times, give a cheque for the deposit on the duty (which is returned in full when the car has been brought back), and leave the rest to the A.A. It was all quite simple.

I decided to cross by the Harwich—Flushing route, mainly because of the reduced rates which are available to A.A. members on this line. The saving is considerable, the return fares for both passengers and car being about half the normal amount. At the same time, the Harwich—Hook of Holland route would probably be better for anyone who wished to make the journey in a hurry, as it is a night service, so that no "driving time" is wasted on the crossing. It would be quite easy, going this way, to leave England one evening and be in Germany the next, whereas the Flushing route involves a stay in Holland. (I assume that no one would be in such a hurry as to drive all night). The Dutch customs officers are easily satisfied; in fact, the only time my luggage was examined was at Harwich on returning to this country. The only thing that they insist on is that the engine and chassis number of the car should be stamped on the car itself, and not merely on a plate which is attached to the body, as is often the case. Before I left, the A.A. saw that my car was all right from this point of view, so that I was able to get cleared by the Customs in a few minutes. I believe that the visitors' road tax has now been abolished; it only amounts to a few shillings in any case.

Whether you land at Flushing or at Hook, you should make for Cologne. In either case the distance is practically the same, being between 190 and 200 miles. From Hook, the road goes by Rotterdam, Utrecht, Doorn, where the ex-Kaiser lives (I admired his choice), Arnhem, and across the River Waal, which later becomes the Rhine, to Nymegen. There are at least three different ways of spelling and pronouncing this last place, mainly owing to the tiresome habit the Dutch have of using "ij" and "y" indiscriminately. From Flushing the route is through Bergen-op-Zoom, Breda, Tilburg, Eindhoven and Roermonde. The roads are fair, although they are mainly pavé, and the signposting is excellent.

Having reached Nymegen or Roermonde, which are both within a few miles of Germany, I advise the traveller to sit still for a few minutes and work out his time of arrival in Germany, because the Dutch have Summer Time and the Germans do not. I have never been able to understand Summer Time in this country; all I know about it is that you lose an hour's sleep when you most need it. When there are additional complications such as Amsterdam time, which is 20 minutes in advance of Greenwich, and Central European time, 40 minutes ahead of Amsterdam, I find it impossible to cope. That it makes a big difference coming from Germany into Holland I found on my return, for I arrived at Nymegen from Kleve, having driven fifteen miles and gone through two Customs Houses, five minutes before I started. I daresay it is quite simple, really, but I think I had better not try to work it out.

I had no trouble at all in getting over the frontier; in fact, on the way there I invaded Germany without going through any Customs whatever, as I took the wrong road out of Nymegen. However, as soon as I realised my mistake, I returned and apologised, but no-one seemed to mind in the least, and after getting various papers stamped, and paying the German tax of a mark a day, I was soon on the road again.

The roads in Germany are quite good, except in the villages. This is especially noticeable when you get off the tourist track, as the villages themselves have to keep up the roads without any subsidy. In some cases the roads have not been touched since before the war, but this sort of thing is not found until you get up into the mountains. All the roads and towns are excellently signposted, so that there is very little difficulty in getting through even such large places as Cologne.

Danger signs on the roads are much the same as in England, and require no explanation, but I found it necessary to keep a sharp look-out in the towns and villages for the red circles, containing black dots, which indicate the closing of the road to certain forms of traffic. The most common of these signs contains five dots, and means that the road is closed for vehicles of all kinds; it is usually used in conjunction with a red arrow labelled "Einbahnstrasse" ("One-way street") which shows the route traffic should take. The Germans have a passion for "one-way streets"; I even saw a cart-track across some fields so labelled, but you soon get used to going their way and not your own. The other important sign contains three dots, which means that the road is permanently closed to motor traffic, for reasons which are usually obvious.

The road to the Wasserkuppe follows the Rhine Valley as far as Mainz. Between Bonn (which is a much better place to stay in than Cologne if you can manage another eighteen miles) and Coblenz there is a road on each side of the

river. I advise keeping to the left bank if you are in a hurry, although it is not so pretty. From Coblenz to Mainz, via Bingen, there are some magnificent views; the road is in first class condition, as this is the finest part of the Rhine, and therefore the most frequented. There is another way of going to Mainz, by Wiesbaden; this road leaves the Rhine soon after Coblenz and crosses the Taunus Mountains. It is under repair at present, but should soon be finished; however, unless you can get first-hand information as to its state I should advise sticking to the Rhine. There is hardly any difference in distance. From Mainz the main road should be followed to Frankfurt and Hanau; the latter is about 150 miles from Cologne by the Rhine valley, and about 65 miles from the Wasserkuppe. From Hanau the place to make for is Fulda; actually, the turning off the road, to Gersfeld, which is the nearest village to the Wasserkuppe (6 miles), is a few miles short of Fulda, but as the latter is the biggest place after Hanau it appears prominently on the signposts.

Gersfeld boasts quite a good hotel, the Adler. I found it clean and comfortable, and amazingly cheap, for they only charge R.M.4. (4/-) for a room (with running water) and breakfast. I daresay this charge might be reduced for a long stay! The quarters at the Wasserkuppe itself are of the Army hut type, and I thought they were rather dark and airless. I am sure the best map for motoring in this part of the world is "Bartholomew's Contour Motoring Map of Germany, Holland, and Belgium"; I found it very much superior to anything else I saw at the A.A. offices. "Baedeker" gives a great deal of useful information, apart from his very boring descriptions of the "sights," about hotels and so on; the town plans are useful, and enable you to drive straight to the hotel you have selected without wasting time. I think that some sort of automatic signal device is essential; nearly all German cars are fitted with the type which consists of an electrically operated pointer mounted on each side of the car. Petrol and oil (Shell and Mobiloil) can be obtained everywhere at the same prices as in England.

The language presents rather a problem, as few Germans speak English now. The Dutch are, of course, quite hopeless. However, as long as you keep to the beaten track, you can usually find someone who can get you what you want, and by the time you get to the mountains you will probably have learnt enough to get what you want in the end. After all, there is not much difference between "bier" and "beer."

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