

Map of contest distance flights

AUSTRALIA

From Mr. P. J. Pratt, pioneer gliding and soaring enthusiast of Geelong, Victoria, Australia, comes news of a recent exhibition of aerobatics at Belmont aerodrome, Geelong, during which he performed the first glider loops in Australia in a machine he designed and built. Before performing this stunt he was towed up to over 800 feet with a 1,100 foot rope pulled by a Ford V-8. With the aid of a slope wind from a low ridge behind the airport he was able to hold his altitude for some time. Mr. Pratt writes that he is at present building a sailplane in which he expects to do some extended soaring.



P. J. Pratt coming in for a landing after an exhibition of aerobatics

INDIA

From the opposite side of the globe comes word, through an American Vice Consul in Bombay, of a substantial growth of gliding and soaring in India. Formed in 1931, the Indian Gliding Association commenced operations early in 1932 on a tract of land donated by the Ruler of Aundh, a small native state about 250 miles from Bombay. During the first year, eleven pilots and two pilot instructors were trained. Three gliders, two German and one American, were used.

It soon became clear that Aundh was too inaccessible to permit any appreciable expansion in the Association's activities. The Association, therefore, launched a campaign to increase its membership and enlist the financial support of the Government of India. A booklet entitled "History of Gliding and Soaring in India" was prepared in 1935 and has been sent to the Soaring Society of America.

From this booklet we learn that gliding was introduced to India by Mr. P. M. Kabali, the first Indian pilot to attempt a solo airplane flight from Europe to India. President of the I.G.A. in 1935 was Mr. T. Tymms, M.C., C.I.E., the Director of Civil Aviation in India, to whom much credit is due for sponsoring the movement in that country. The present Acting Chairman of the I.G.A. is Mr. B. C. Durant, whose address is: c/o The Bombay Port Trust, Ballaid Road, Fort, Bombay, India.

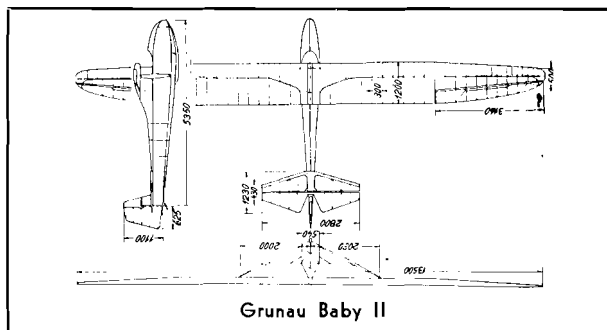
We understand that he will be interested to hear from American manufacturers of gliders and sailplanes as, with the growth of the movement, a real need for new equipment is being felt.

We take pleasure in bringing to the attention of our readers news of activities in India where marvellous soaring conditions should be found. We also wish to extend our sincere good wishes to the I.G.A. and invite them to exchange news of motorless flight activities with us at frequent intervals.

GERMANY

Kurt Siemon, whose address is now 19 East 129th Street, New York City, has been made American distributor for the well known German intermediate sailplane, "Grunau Baby II." This ship was specifically designed to fill the gap between the utility class and the high performance sailplane. At only slightly greater cost than the former and almost as good general performance as the latter, the Grunau Baby has earned a world wide reputation as an excellent training ship for soaring. With it have been made flights of 150 miles distance and 7,000 feet altitude. Jonas Pyragius made 22 hours and 30 minutes with a Baby and the former endurance record of 36 hours, 35 minutes by Schmidt and the present record of 40 hours, 45 minutes by Jachtmann were made with sister ships. It was also used extensively on the Hornberg where over 70 pilots earned their "Silver C's" in this type.

The Grunau Baby II weighs 275 lbs. and carries a load of 198 lbs. It can be delivered C.I.F. New York for \$850.00. Kurt hopes soon to be able to sell it in kit form for much less.



Grunau Baby II