

The THIRD SOUTH AFRICAN *Annual* Gliding Rally

[EDITOR'S NOTE: The following article was condensed from "Gliding", issued quarterly by the South African Gliding Association. In spite of the fact that the news took seven months to reach our office, we feel that the story will be of interest in view of the popular conception of the state of civilization in South Africa.]



The Third South African Annual Gliding Rally was organized by the Rand and Defence Gliding Clubs, and held at Quagga-poor near Pretoria, from October 1st to October 23rd. From noon, October 1st, until noon, October 9th, activities were confined to an instructional Camp, which was thus entirely separated from the Competitions. These commenced immediately afterwards and continued throughout the remainder of the Rally.

Conditions throughout were good, but even so, the impressive total of 262 hours, 2 minutes, 9 seconds, flying time, and 1,295 miles covered in cross country flights rather serve to illustrate the remarkable improvement in soaring technique acquired by the local pilots during the past year. In addition, all National records were broken and these now stand at figures bettering "Gold C" requirements.

The Instructional Camp was well attended by enthusiasts from distant clubs, most of whom had traveled some hundreds of miles in order to be present, and it can truthfully be said that on this occasion, sufficient machines were available to ensure continuity of training in the case of accidents. Happily, no machine suffered damage to such an extent as to prevent it from being in the air again on the following day. No doubt this was largely due to the fact that instructors were available with some years of experience, and that instruction was continuous as against the more usual week-end flying. There were cases of 100% ab-initio pupils obtaining A's, and excellent A's at that, with less than twenty launches. Practically everyone seemed to collect a certificate of some sort, and all seemed to enjoy themselves.

Throughout the instructional period, all launches were by catapult, but during the competitions, a large proportion of flights followed launches with the Rand Gliding Club's new winch, which worked really well.

The competitions, as competitions, produced results which left the organizers well satisfied, but what is far more important, they saw the advent of quantities of high performance soaring by locally trained pilots, a privilege previously reserved for those with over-seas' experience. When considering the relative performances of competitors, it must be remembered that the majority were entrants in club teams and so virtually only had a third of a machine to fly.

The machine gaining the greatest number of points was of the intermediate type. This would appear to indicate that, together with the excellent local conditions, machines that are comparatively cheap to purchase, will have amazing performances in the hands of pilots with still further experience, and so far as clubs are concerned, high performance machines may be considered as a luxury, rather than a necessity.

During the competition period, the average duration of flights, including those which went straight to the bottom, worked out at nearly two hours. However, it must be admitted that the majority of competitors were still comparatively inexperienced, and that our excellent thermal conditions were largely responsible for the high standard of performances.

Generally speaking, retrieving arrangements were poor, and it is hoped that competitors will arrive better organized in this respect for the 1939 event. As one competitor remarked, success in competitions depends upon 50% organization, 40% flying, and 10% luck.

A successful Gliding Rally demands plenty of hard work from all concerned, and the Movement is extremely grateful to everyone who assisted to make this event the success that it was, but this account would not be complete without mention of the Department of Defence, who loaned the camping equipment, the Defence Club Ladies, who cheerfully acted as instructors during the training period, and goodness knows what, during the competitions.

Below is a list of those gaining Certificates during the Rally.

Gold "C"—(1)

H. Winter.

Silver "C"—(4)

R. C. Rainey, E. Dommissie, J. A. Mayhew, A. Ziss.

Legs toward Silver C's Duration—(5)

W. Kunze, F. E. Hatfield, H. E. Hodgson, N. Harvey, H. von Michaelis.

Altitude—(2)

G. Pearce and W. Kunze.

Distance—(2)

G. Pearce and E. Hakl.

"C" Certificates—(6)

J. Sandenburgh, N. Harvey, Van Zyle, A. Crocker, E. Rothschild, H. von Michaelis.

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the direct situations we could think up, with the minimum of difficulty.

One thing we'll have to give credit to you exhibit No. 2 and No. 3 fellows for is, that you do have a good sense of air currents and are willing to take full advantage of them in your flying of powered craft. So-oo-o, you see we really are not anti-social after all.

Now, a few cracks at powered plane pilots who attempt glider flights on the strength of their powered time. Some of the silliest misdemeanors pulled on our field by the Glider Club have been with powered plane

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