

# Foreign & News Notes

## ENGLAND

ED. NOTE: *The following accounts are typical of the club news items in "The Sailplane and Glider," of England. They are included not as an account of an outstanding event, but as an example of what is being done in England.*

### FORMATION FLIGHT FROM HUISH

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 in 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 ft. and immediately caught a thermal to 1,000 ft. 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 ft. and glided off north-east to Marlborough, reaching it at 1,000 ft. 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, 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. . . .

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 ft. 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 ft.—whence he was able to glide straight in to the London club ground. He arrived at 4.05 p.m. 200 ft. 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 ft. So he arrived over the club at 2,000 ft., looped and spun, and landed at 4.15. Thermals, he said, had at times been as much as 12 ft. per sec.

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!

### EXCERPTS FROM LONDON GLIDER CLUB NEWS

Sunday, August 6th.— . . . Another pilot tried to get his "C" by doing very low figures-of-8 on an incredibly short beat, insisted on continuing each turn until he was facing down-wind; it wasn't long before the inevitable happened and he had to be retrieved from the golf course. It is a perpetual mystery to us how vast crowds of British public, 90 per cent of whom are known to believe that gliders have no controls, will nevertheless sit on the Downs all day and watch the machines going past within a few feet of their noses without turning a hair. Even this flight didn't rattle them.

Monday, August 7th.— . . . Just after 4 o'clock a Rhonsperber arrived out of the blue, and was found to contain Nicholson, who had flown it from Huish. At 4.15 a Rhonbussard similarly appeared and disclosed Cooper, also from Huish. They said they had left Hiscox behind somewhere on the way, and sure enough he turned up in the Gull at 4.50. A club instruction camp, which had just begun, was thus shown what lies in store for those who are good at their lessons.

Sunday, August 13th.— . . . A welcome visitor was Otto Frischknecht, from St. Gall, in Switzerland. He was a regular attendant at the club in 1932, but left England at the end of the year . . . So gradually does the club personnel change that it is hard to believe that a visitor from seven years back should have recognized no one but the club steward (Mr. Walker), the club caterer (Mrs. Turvey), and the Editor. What has happened to the stalwarts of the early days? Will all our present 381 members likewise have grown tired of the game seven years from now?

### SOUTH AFRICAN GLIDING ASSOCIATION

No. 10 of *Gliding*, the quarterly journal of the Association, is mainly confined to reports of activities of the associated clubs. The following are extracts:—

That successful clubs exist in comparatively small centres, indicates that lack of population is not responsible. All evidence points to the fact that any shortcomings are due to internal difficulties between groups of the members, or still caused by unsatisfactory instruction, or lack of suitable sites.

When South African clubs first came into existence very little was known of mechanical launching, and as there was, furthermore, an almost complete lack of instructor, hand catapult launching was advocated by the association.

Since then much has been learned of both car towing and winch launching. These methods make the choice of a suit-

able site far easier as it is practicable to launch from the vicinity of either the top or bottom of the ridge, and, what is more important, to land again at the starting point, and thus save endless time in retrieving of machines.

THE 1939 ANNUAL RALLY.—This event will be the fourth of the series, and will include the third National Competitions. Both Quaggaport and Port Elizabeth have been suggested as possible sites for the event, and should the former again be chosen the period would probably be from October 1st to 22nd. . . .

DEFENCE GLIDING CLUB.—The club commenced flying activities in February, 1938, with a WOLF, GRUNAU 9, PRIMARY, and KIRBY KITE. Two further primaries, a KIRBY KADET and TUTOR wings have since been added. A large hangar has been erected at Quaggaport where a haulage winch, with telephonic communication to the valley, has been installed, and a club house is nearing completion. The present membership is 152, including one "Silver C." Among the "C" certificate holders are three Air Apprentices with no previous experience of flying. (The club is run by members of the South African Air Force.)

DURBAN GLIDING CLUB.—Attempts are being made to obtain the use of a ridge at Isipingo, about 15 miles from Durban. It will be necessary to do quite a lot of clearing of this site, but this should be well worth while as it is possible to soar there in practically all wind directions. The club possesses one GRUNAU 9 Primary and is constructing a ZOGLING. A group of three members have ordered an American BABY ALBATROSS. A hangar for three machines, and a launching winch, are ready for the new site. . . .

### AMERICAN OPEN

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did the impossible by flying Crystal Downs' sand dunes, when there was no wind. He spiraled in thermals to a fair height until his 200 pound passenger got sick and had to be landed. He could have gone much higher had he continued to spiral. When doing straight ridge flying his sink, except for bad bumps, was 3 feet per second. This certainly indicates that thermals do exist on the dunes off Lake Michigan at certain times, in spite of everything believed before, and it may open a new field for sailplane exploration of meteorological conditions.

### FATAL ACCIDENT

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without an instructor, we wish to point out that the three boys involved were perfectly normal, and knew just as much about it as you do. Every expert pilot flying today has shown, at sometime during his training career, a complete lack of intelligence and normal reactions. They either had instructors to keep them out of trouble or they were just plain lucky. You can't expect to be any exception.