

Foreign & News Notes

ENGLAND

Our only foreign news of late, outside of that received from "The Sailplane," has been furnished by Wally Setz who has managed to keep contact with many of the soaring pilots he met at the 1937 International. The following has been gleaned from their correspondence:

John Neilan, who was on the British team at the 1937 International Contest, is now test piloting for a British Aircraft Manufacturer. In a recent demonstration for the benefit of the military he was aerotowed by a Moth Airplane but, due to low cloud conditions, he was forced to release at altitudes lower than required and utilized the cloud formations to soar back to his starting field. This must have been a real pleasure for Neilan, since soaring has been completely shut down since hostilities started except for one or two week-ends. In closing he says, "Give the regards of the British gliding movement as a whole to the American ditto, and here's hoping for a return to sanity and soaring."

Dudley Hiscox, a member of the London Gliding Club, wrote Wally a thank-you letter for the card which he sent from the Contest at Elmira. Perhaps some of the pilots will remember signing cards for Wally which were addressed to Hiscox, Neilan, Wolf Hirth, Martin Schempp and various other members of the soaring fraternity in Europe. Little can we appreciate the feeling of those who have had their soaring ships grounded, and as Hiscox puts it, hearing of our soaring, "It gives me the same sort of sinking feeling that some of us experience when suddenly coming upon a sweetie of bygone days." A year ago last August on the August Bank holiday he made his last cross-country flight when, in the company of two other pilots, he soared from Huish to Dunstable, a distance of approximately 70 miles. All three pilots flew more or less together on the occasion of this goal flight.

An interesting article concerning the exploits of Rolfe Pasold, the only foreign visiting pilot to the Eleventh Annual National Soaring Contest, appeared in a recent issue of "The Sailplane."

Rolfe was telling us at the contest how he collected some telephone wires with his "Rhonbussard" when approaching to land over the railway line at the Oxford Club's site. Following is the statement which he received from the railway company for damages:

	£	s.	d.
Wages	1	7	10
Materials: Wire bronze, 7½ lbs.		5	10
Materials Sleeves, tapes, and binder			3
	2	3	11
Less materials recovered:			
Wire bronze scrap, 7 lbs. .		2	6
	2	1	5

Or approximately \$10.00

This reminds us of how our pilots buy

wheat, tobacco, and other crops from local farmers.

The following is an article from "The Sailplane." The title, "Gliders of National Value."

The first report of the use of gliders in warfare comes from "The Times" correspondent in Rome, who sent the following message published on May 22: "A dispatch from an Italian special correspondent to his newspaper describes how a bridge over the Juliana Canal was captured from the Belgians by the use of gliders. The gliders are described as being of exceptional size and capable of each carrying from six to eight fully armed men. Their use in warfare is stated to be a military innovation and their success to be due to their being able to land in a very small field, and also to their silence, the garrison guarding the bridge being taken by surprise and overwhelmed. The correspondent hints broadly that these gliders were the 'secret weapon' which enabled the Germans to capture the fort of Eben Emael."

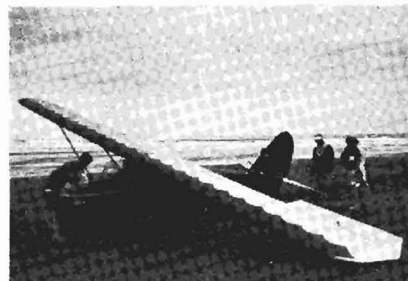
GERMANY

Likewise Wolf Hirth sends his thanks to Wally and regards to all those who signed his card on the occasion of the Eleventh Annual Contest at Elmira, and expressed his regret at being unable to join us as he had the previous year. It is evident that SOARING has not been reaching him and he is very much lost without it (we are still sending it to him and hope that he will soon receive all his copies). He is keeping himself very busy in the Schempp-Hirth factory, and at present his company is producing only the two-place side-by-side Goevier. They have stopped production on the Minimoa for the time being. They are still doing lots of soaring, but distance flights are not permitted.

NEW ZEALAND

LETTER FROM LAURENCE W.M. CLARK

"So far as active news is concerned, I did not get out till late in the Autumn and on each of the three trips we did make, had to confine ourselves to straight flights up to about 200 ft. due to the wind blowing the short way of the field. On the last day out, we pulled the bus to bits in the



Lawrence Wm. Clark with his converted Meade

pouring rain and everybody caught a lovely cold. Something to remember the season by!

"Our wet Winter has now set in, and we are also restricted for gas, being allowed 8 gallons per MONTH, not enough to go to work on, let alone do any flying! Conscripted for army service has also been introduced, so the bus is now in the shed just waiting for better times.

"I'm sorry you had no D. V. L. release plans as my bus is equipped with the old Mead release and I don't trust it in certain positions. Could you get me a copy of somebody's plan as I'd like to make one before I take the bus out again?

"The April-May issue arrived the other day and I notice you forget the photo of my bus although you mentioned it in the text! Please inform me of the cost of the Olympic Sailplane plans when they are available.

"Wishing yourself and SOARING all the best for the future."

BRIEGLEB A.T.C. TESTS

On August 7th, Mr. Bullock of the CAA put the BG 6 utility through its flight tests. Other CAA men flying the ship were Bob Auburn and Ben Mayhugh. Starting at 5:00 A. M. at Roseamond Dry Lake, the airspeed calibration tests were run. These were followed by check tows on the short tow line and eight of these flights were made by 9:30 A. M.

We then reeled out the long wire and Bob Buell made the first flight to 1,000 feet. Mr. Bullock then tried a flight on the long wire and managed to stay up seven minutes. It is interesting to note that Mr. Bullock had never flown this glider before and had had only one hop in a glider a number of years ago. Upon landing, Mr. Bullock asked how the variometer was read and we explained it to him. On the next flight Mr. Bullock again stayed up about eight minutes. Bob Auburn next tried his hand at the controls and made a six minute flight; this was duplicated by Ben Mayhugh.

Since the wind was now 2-30 mph we decided to go to the Newhall Emergency field and make the balance of the tests via airplane tow—namely, spins, stalls, and stability with different C. G. locations. Using a 65 H. P. Taylorcraft flown by Gordon Buck, Mr. Bullock was towed to 7400 feet above sea level and ran through the spin and stability tests. This was Mr. Bullock's first airplane tow and was accomplished with the greatest of ease. After completing the tests, which also included dive velocities up to 85 mph for flutter and vibration investigation, Mr. Bullock remained in the air on the evening thermal for another 35 minutes, landing at 6:35 P. M. The lead weights for investigation of flight characteristics at a different C. G. were now added. The total weight of 8 lbs. was placed in position on the stabilizer strut and the glider was then hooked up for the tow. A tow to 3000 ft. was made and the tests completed. Again Mr. Bullock used the evening thermal for about 25 minutes and landed just before dark.

The Factory and Conformity inspections were made on August 13, at which time the Temporary NC certificate was received.