

## Foreign & News Notes

### ENGLAND CARRIES ON

#### LONDON GLIDING CLUB

"Probably the only live gliding club in Europe" is the claim put forward in the latest club circular. So much so that the intention of closing for the winter as from November 1st, like the neighboring Zoo, has been abandoned. People come in each other's cars, or by train, or by bicycle. Thirty is about the average attendance at week-ends, but it varies widely from half-a-dozen on a wet Saturday to 60 or 70 on a good west-wind Sunday.

The main hangar has been let to the Vauxhall Company and is now full of next year's models, but they are partitioned off and locked up in case anyone is tempted to use them for retrieving. In the Evans hangar and workshop, now amalgamated by removal of the partition, are kept six machines fully rigged; two Grunau's (the newest and the old Slingsby), one Kader, one Nacelle, and two open Primaries; also the fuselage of Falcon III with tail rigged—its wings are in the first of the wooden huts. The Rhönbussard is in its trailer, and the rest of the club fleet including eight primaries, is all dismantled and hanging up in the roof.

History is also going back on itself in regard to the club staff. Our two workshop assistants, Quinn and Holland, left us in October and immediately found employment in Gurney Grice's works in Dunstable. The full-time man at the bar, a recent innovation, went in September. So now our faithful Mr. Walker is once again in sole charge of the club's two chief sources of income—the aircraft and the drinks.

This year's chairman, Wills, is so busy as ferry pilot that he has handed the job to Hiscox, who is going all out to keep the club going. We are also indebted to Hiscox's firm for dozens of yards of black-out material for the extensive windows of the bar and the upstairs room.

The lean-to roof behind the workshop, put up early this year as shelter for the three winches, and five retrieving cars, has been fitted with brick walls and thus becomes a closed shed. The club's monthly petrol allowance of 100 gallons has proved ample for retrieving, winching, and hill haulage. It has been thought prudent to make the storage tank burglar-proof.

And now for detailed activities. The practice of writing them up day by day was abandoned some years ago, but in view of the times we feel justified in resuming it.

#### SURREY GLIDING CLUB

On Sunday, August 27th, Desmond Payne in the club Grunau and Dudley Hiscox in his Gull flew 15 miles to a certain camouflaged aerodrome. There was a S. W. wind and good thermal conditions.

The Grunau was not collected until next day; the aerodrome authorities were then complaining that it was spoiling their camouflage.

The BLUE GULL is parked in its trailer under the trees pending search for a better home. Cambridge II has been going on expeditions elsewhere, and, in the hands of Hatcher and Hiscox, has done some hill-scraping in full view of a busy civil aerodrome on the South Coast. The site has a bowl suitable for N. W. or N. E. winds, and the farmer charges 5s for a day's use of it.

#### DERBYSHIRE AND LANCASHIRE GLIDING CLUB

September 3rd. — Having listened to the disturbing news we dismantled all our machines and packed them away in the bunk house workshop, both of which can be heated, so we hope that the machines will not suffer too much.

The next few week-ends were spent in holding committee meetings, in order to decide how to keep the club going under war-time conditions. The outcome of these meetings was that it was decided to keep the social side of the club going as a meeting place for all glider folk who were able to get to Camphill from time to time, where they would be able to swap yarns over a jug of pool ale.

During this period the members who came up to the club and who were not concerned with matters of state were busy constructing and flying kites made from camp wreckage in order to add to their knowledge of meteorology. The most successful experiment in this direction seemed to be the rapid ascent of a pair of pyjama pants to about 1,000 ft., at which height they got out of control and crashed badly in the village of Great Hucklow. The local papers are watching these activities with great interest and have been convinced that the future of flying will depend on the successful conclusion of our experiments.

#### CAMBRIDGE UNIVERSITY GLIDING CLUB

Unfortunately the club has been unable to do any flying this term owing to the ban on civil flying in this area, but we are hoping to get permission to carry on at least Primary training in the near future. At our former site the hedges have been pulled up and the ditches filled in, so that when hostilities cease we hope to be able to offer unrivalled facilities for both winching and aero-towing.

The club now has a tie, dark blue, with a light blue stripe, and heraldic MINI-MOAS rampant, which may be obtained from the Hon. Sec., R. M. Lynn, Emmanuel College, for 5s. 9d., or 6s.

### SOUTH AFRICA

Dear Sir:

I have just received the July issue of SOARING and a most interesting number I have found it.

What is more you have given me an opening to fire a few questions at you, and I am seizing the opportunity with both hands. Useful information is hard to come by in South Africa where the Gliding movement, though vigorous, is young and somewhat short of experience.

Arising out of the article on Club operations, I see you very kindly offer to discuss problems. We are operating here with a nacelled and an open primary and a Grunau II Sailplane. One of our immediate problems is launching. We have up to now employed auto towing on a runway of approximately 3000 feet, using 1000 feet of tow cable. The results have not been to satisfactory. We tried a winch consisting of a drum attached to a rear wheel of a Model A Ford. It did not work. Several ingenious suggestions have been advanced but we should prefer to construct something that has been tried and proved satisfactory. What do you suggest as the most suitable type and could you let me know whether any drawings or blue prints or even photographs are obtainable? We cannot indulge in anything too elaborate. Our power would be either a Model A Ford or a 1938 Chevrolet (6 cyl.) engine. Any assistance will be greatly appreciated.

Another major problem out here is the cost of machines. An article costing, say, £100 in England is increased in price by another £80 before we receive it. In fact, it seems that we can only consider purchasing machines in kit form; this reduces the cost all round although by the time it gets here it is not exactly cheap. I am anxious to obtain the names and addresses of two or three reliable firms that I could write to for quotations in respect of machines and all accessories.

I observe that you refer to the C.A.A. regulations. If a copy is obtainable I should greatly appreciate an extract from the Air Commerce Manual No. 18 dealing with Glider construction and maintenance. We are not governed in any way in this country and the airworthiness of machines depends on the enterprise and alertness of our instructors. Perhaps there are other publications which you consider would be useful to us. If so, please give me particulars of the publishers and cost so that copies can be procured.

I am sure you will appreciate the difficulties under which we labor and you may be assured that any information which you give us will earn our deepest gratitude. Perhaps you may also have a few suggestions to offer on club management. We find difficulty in getting everyone to pull his weight and short of throwing the offenders out the problem of organization is no small one.

Yours faithfully,

L. S. Emary  
P. O. Box 373  
BLOEMFONTEIN  
O. F. S., South Africa

Ed. Note: How about some of our American experts writing to Mr. Emary?