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Pennine Chain, stretching both northwards and southwards as far as the eye could see. If only he had reached it, he could have flown at high speed in a straight line most of the way to Edinburgh.

Lorne Welch, in similar circumstances in 1951, decided to go south-east; he went 190 miles before having to land somewhat to leeward of his goal in Kent, owing firstly to being pushed off course by alto-cumulus spreading in from the west, and secondly to the thermals petering out towards the end of the flight.

Lympne, which Geoffrey Stephenson reached from Derbyshire in a 197 mile flight last year, is only a short distance from the narrowest part of the English Channel where it is 20 miles across, and the question arises whether it would be possible to cross the sea to France; otherwise Dick Johnson, for one, has no hope of beating his 535 mile record.

The Channel was crossed in 1939 by Stephenson, starting from north of London in a strong N.W. wind, and twice on the same day in 1950 by Lorne Welch and Flight Lieut. Miller, starting from south of London in a west wind. Stephenson found no thermals over France and had to come down near Boulogne, though he could see good cumulus clouds some twenty miles further inland. The other two both picked up thermals at the French coast and carried on, Welch reaching Brussels after going 210 miles.

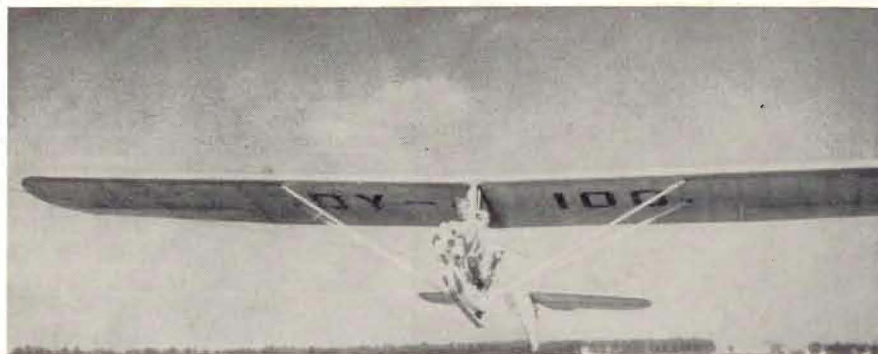
The reason Stephenson missed the French thermals, it appears to me, is that his airstream had been well heated over England but its lowest level was cooled down by the sea: consequently this cool layer had to travel some way across France before it was again warm enough to send thermals into the main body of air above. When Welch and Miller crossed, the wind was west and had to cover a much longer sea route; consequently it had left England in the morning before being fully warmed, and was rendered unstable as soon as it hit France, which by then was hot in the afternoon sun. Six thousand feet is enough for a safe glide across the Channel, but in a north-west wind you need a lot more than that to reach the nearest thermals on the other side.

This article has, I fear, harped on the difficulties rather than the pleasures of competition flying from Camp-hill, but they are, after all, the features which prospective visitors need most to be forewarned about.

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# SOARING IN DENMARK

by P. WEISHAUP



Danish designed two-seater primary trainer "2-G"

The soaring sport in Denmark is carried out by a small band of about 500 enthusiasts in 27 clubs, each of which is affiliated to the Royal Danish Aero Club which has set up a special committee to deal with gliding.

The sailplanes are owned by the clubs and at one time were built by the members themselves. However, under the present regulations governing sailplane construction, home construction has become too tedious and few people can spare the time. Consequently very few new sailplanes have appeared in the last few years.

Originally, we used mainly German types, the single seat primary SG-38 and the Grunau Baby particularly, but, when we decided on two seater training, an open two-seater trainer was designed and built by some of the clubs. Now that the Germans have started gliding again and are marketing some interesting types — and cheap — we may expect to buy some new ships in the coming years.

This problem of cost is important as we are not in any way subsidized by the Government as many other countries are. The members of the clubs have to bear all the costs themselves, and, unfortunately, gliding is expensive.

The Danish Air Force has gliding too, mainly for the technical personnel in their spare time. There is an excellent relationship between the civil and military sailplane pilots, and we help each other as much as we can.

Geographically, Denmark is not too well situated for advanced soaring. In the first place the country is very small so that Golden 'C' distance can barely

be made inside it. Secondly, the country consists of a peninsula and a lot of islands, so you never go very far before reaching the sea, and the sea disturbs thermals some distance inland. Nevertheless, in spite of this, and in spite of having no real high performance types, some interesting flights have been made during the last few years.

The present distance record was a goal flight of 332 Km by Aage Dyhr Thomsen in a Mu-13d while the best gain of height is 3800 meters. At present there are 3 Golden 'C' and 54 Silver 'C' holders.



Note the Viking!

Danish pilots have taken part in the recent World Championships with two teams in Sweden in 1950 and three in Spain in 1952. With little training and no high-performance types in Denmark they did of course not place themselves in the top (although one of them was first one day in Spain), but rather in the middle, which we find quite a good result. The main thing is to participate, and we have learned a lot and had much fun on these occasions, and we hope to be in England for the contest in 1954.