

this day, however, the wind was so light that nearly all flights were of short duration, and the only two pilots to get away towards Arncliffe, Neilan and Wills, had to use cloud lift. Since the particular cloud waiting to receive them was a cumulo-nimbus, their experiences were far from pleasant, and neither was able to complete the return flight.

Flying in the Rain

J. C. Neilan went up in the KIRBY KITE shortly before one o'clock and found a thermal at a few hundred feet, which took him up to 1,800 ft. All continued to go well until he reached 4,000 ft. and went into a cloud. Then he was for it. Rain poured down upon him in torrents, and, being without helmet or goggles, he "got it in the neck," and had difficulty in seeing where he was going, while the machine steadily lost height. The pilot decided to land, which he did in a field at Ingleby Cross, just beyond the turning point at Arncliffe Hall. It must have been an awkward place, however, as the skid was torn off in the effort to avoid going into a hedge, and a wing tip hit a tree.

P. A. Wills, in the HJORDIS, was launched 20 minutes after Neilan; he found little hill lift, but got a thermal going up at 10 ft. per second. Going round in 20-second circles, and climbing 200 ft. per circle, he got taken up by the same thermal to 4,000 ft., where he found the air very rough and saw a huge cumulo-nimbus to the north. He switched on blind-flying instruments and went straight into the cloud, subsequently making a turn through 90 deg. by compass. While inside this cloud Wills rose to 5,600 ft., the greatest height attained by anyone during the meeting. Another turn of 90 deg. brought him out of the cloud again, and he went on north by compass towards Arncliffe. However, there was rain below him, and more rain to the north of the first cloud, so he gave up the struggle and returned at 3,000 ft. over Thimbleby, but, finding no more lift about, was unable to get all the way back, so landed about four miles from home.

Here a kindly bailiff, who was foreclosing on the farm near by, lent Wills a very ancient push-bike with a great motor-bike saddle to it; piloting this wearily up Sutton Bank (1 in 5), he was met by members of the Ulster Club coming down by car, so "transferred to power" and returned for the HJORDIS, which had then to be carried in bits through a plantation.

Flights on Wednesday, August 28th

Aircraft.	No.	Pilot.	Launch.	Landing.
Kirby Kite ...	12	Neilan ...	11.58	12.09
Hjordis ...	1	Wills ...	12.24	12.28
Rhönbussard ...	2	Cooper ...	12.39	12.40
Kirby Kite ...	12	Neilan ...	12.49	14.00
Rhönbussard ...	2	Nicholson ...	12.58	13.07
Hjordis ...	1	Wills ...	13.09	14.19
Falcon ...	7	Laver ...	13.23	13.25
Scud II. ...	9	Bergel ...	13.34	13.38
Rhönbussard ...	2	Cooper ...	13.50	13.51
Golden Wren ...	18	Robertson ...	14.02	14.06
Scud II. ...	16	Barker ...	14.11	14.41
Rhönbussard ...	2	Nicholson ...	14.21	14.23
Rhönbussard ...	2	Cooper ...	15.03	15.08
Grunau Baby ...	5	Filmer ...	16.09	16.10
Falcon ...	6	Wynne ...	17.42	18.05
Grunau Baby ...	5	Filmer ...	17.54	18.06
Falcon ...	7	Laver ...	18.01	18.19

Total launches: 17. Total flying time: 4 hrs. 28 mins.

Thursday, August 29th

This day the record figure of some 45½ hours' flying was put in, bringing the total for the meeting to over 100 hours. A stationary depression, filling up over the Hebrides, provided a moderate W.S.W. wind.

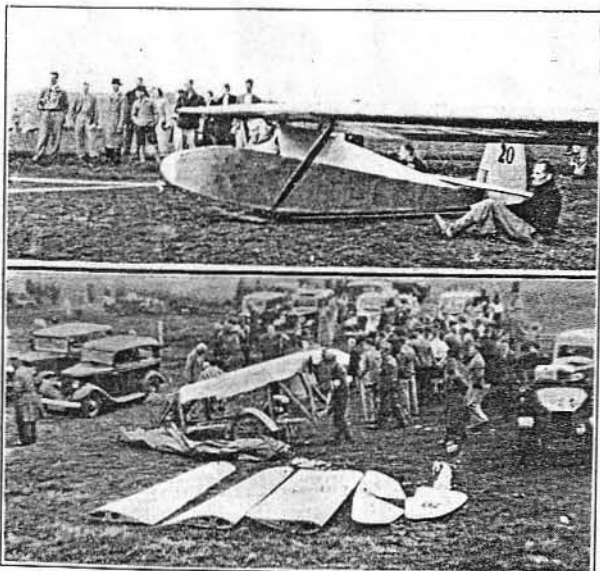
Sixteen machines took the air, among them the "Penrose Special," or PEGASUS, with which its builder-designer had arrived the previous day, after travelling all through the night. He proceeded to get his "C" on it—in fact, he put in 2½ hours' soaring, interrupted by an interval for changing his shirt, which had been rained on at 700 ft. above the hill-top.

Three Five-Hour Flights

Anyone down at the Fleece in Thirsk the evening before might have noticed Cooper, Nicholson, and Bell engaged in clandestine discussion which terminated in a highly technical conversation with an Air Ministry official over the 'phone. When the man at the other end discovered that it wasn't just an anxious farmer afraid of his crops getting wet, the wires began to hum with all manner of highbrow stuff about "fronts," lapse rates, and Maritime Polar Air—all of which, being translated into plain English, meant that the next day would be a good one for "Silver C" duration flights; and, what is more, the machines could be rigged the night before and left in the open. This was forthwith done by 12.30 a.m.

At 6 a.m. Cooper and Bell got busy, and were joined by Bergel, who rigged Briscoe's SCUD in anticipation of rounding off his "Silver C" at last (he did the height and distance in July). Unfortunately Briscoe turned up and claimed his SCUD. So, as it turned out, the three "durations" were done by G. L. Bell in BLUE WREN (1.20 to 7.1 p.m.), G. O. Smith in GOLDEN WREN (3.41 to 8.46), and C. Nicholson in the RHÖNBUSSARD (3.33 to 8.43).

Bell began by hill-soaring at 300 ft., but then a quarter-of-an-hour's rain was succeeded by a lull, and three out of the four other machines which were up had



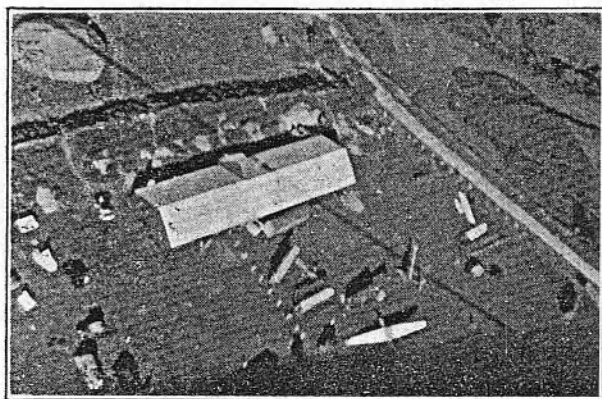
The Penrose "Pegasus" about to start on a flight, showing Mr. Penrose in the cockpit and Mr. Laver holding the tail. Below: its wing and tail surfaces laid in a row.

Upper photo by C. A. Beck.



to land. He himself got below the hill-top, but managed to hold on until the sun came out and saved the situation by reinforcing the hill lift. It then shone only on the northern end of the horseshoe and went in elsewhere, but Bell saw this was going to happen and flew north to meet the sunshine. After this he wiled away the time by alternately going up in a thermal to 700 or 800 ft. (using a bubble level for circling), and then taking photos with a Leica and losing all his height again through being unable to attend to the controls.

The chief event of Nicholson's flight was his use of a little isolated group of cumulus clouds up by the reservoir. These were arranged *en echelon* so as to form a short "street," and by getting under each one in turn Nicholson actually rose in a series of steps (one step per cloud) to 3,600 ft. and this as late as 6.15 in the evening! He has now, by adding this flight to Tuesday's soar to Catfoss, become the sixth British pilot to qualify for the "Silver C"; the fifth being J. C. Neilan, who did his "duration" in July, and the distance and height on his flight of Tuesday.



The clubhouse and surroundings, photographed from the "Blue Wren" flying at 200 feet. In the top left corner is the refreshment marquee.

[Photo by G. L. Bell.]

Out and Return

The prize for an out-and-return flight to Arncliffe Hall, held over from Wednesday, was won to-day by P. A. Wills in the HJORDIS. The flight was not without incident. He found more hill lift than yesterday, and then went up 5,000 ft., entered a cloud, and got out of it by steering north by compass. This led him into a big down-draught; the HJORDIS was beaten down to only 150 ft., and Wills found himself trying to maintain height in a small bowl sloping down to a fir wood at the bottom—not an ideal place for a forced landing. For 40 minutes his fate was in the balance; tiny thermals would take him up 300 or 400 ft. or so, and then he would drop again to only 100. He had got to know every stone in the place, when a sudden thermal took him right up out of trouble to 4,000 ft. above Over Silton. From there he went on and rounded Arncliffe Hall at 3,000 ft. The homeward journey consisted of a loss to 2,500 ft., a gain to 4,000 ft. in a big thermal south of Osmotherley, and a return to Sutton Bank at 3,000. An attempt to lose lift by flying out to Thirsk resulted merely in a gain of 50 ft. instead, and eventually Wills could only lose height by getting behind the flying ground.

Two other cross-country flights were made this day. W. E. Filmer went 10 miles east to Wombledon, just

short of Welburn, and W. W. Briscoe, in Scud II., landed near Easingwold, which is 7½ miles to the south. Add to these Wills's 12 miles north to Arncliffe and 5 miles west to Thirsk, and it will be seen that all four points of the compass were visited in the course of the day.

Flights on Thursday, August 29th

Aircraft.	No.	Pilot.	Launch.	Landing.
Prüfling ...	26	Hatcher ...	11.17	11.18
Rhönbussard ...	2	Nicholson ...	11.29	12.39
Falcon ...	6	Wynne ...	11.37	13.16
Hjordis ...	1	Wills ...	11.45	13.37
Scud II. ...	9	Briscoe ...	11.53	13.00
Grunau Baby ...	11	Reffell ...	11.58	12.57
Golden Wren ...	18	Slater ...	12.05	13.47
Grunau Baby ...	5	Filmer ...	12.11	12.45
Scud II. ...	16	Barker ...	12.16	13.11
Prüfling ...	26	Jameson ...	12.21	12.31
B.A.C. VII. ...	24	Falla ...	12.45	12.49
Prüfling ...	26	Hatcher ...	12.55	13.10
Rhönbussard ...	2	Cooper ...	13.08	14.51
Blue Wren ...	19	Bell ...	13.20	19.01
Grunau Baby ...	3	Liddell ...	13.34	13.57
* Pegasus ...	20	Penrose ...	13.31	14.51
Tern ...	13	Little ...	13.46	14.20
Scud II. ...	16	Bergel ...	13.52	14.52
Falcon ...	8	Hastwell ...	14.05	14.31
Rhönbussard ...	2	Nicholson ...	15.33	20.43
Golden Wren ...	18	Smith ...	15.41	20.46
Falcon ...	6	Wynne ...	16.47	19.10
Scud II. ...	16	Bergel ...	15.51	16.44
Grunau Baby ...	3	Liddell ...	15.58	17.15
Hjordis ...	1	Wills ...	16.05	17.08
Grunau Baby ...	11	Reffell ...	16.00	16.20
Falcon ...	8	Holdsworth ...	16.11	17.21
* Kirby Kite ...	12	Neilan ...	16.22	17.52
* Pegasus ...	20	Penrose ...	16.57	18.03
Prüfling ...	26	Jameson ...	17.51	18.05
Tern ...	13	Little ...	18.14	19.00
Falcon ...	7	Laver ...	18.25	20.10
Prüfling ...	26	Hatcher ...	18.45	18.53

Total launches: 33. Total flying time: 45 hrs. 28 mins.

Friday, August 30th

Relative humidity 100 per cent. Precipitation continuous. A number of people took the opportunity of visiting the Kirby Moorside factory and seeing Slingsby sailplanes in all stages of growth.

Soon after 7 p.m. the rain left off for a bit, and J. Laver surprised everybody by starting off on what was believed to be an attempt on the duration record. Cars with their headlights were prepared round the landing ground. After about 10 minutes without gain of height, the pilot managed to get up somewhat higher, but the rain began again and he landed after just under half an hour in the air.

Flights on Friday, August 30th

Aircraft.	No.	Pilot.	Launch.	Landing.
Falcon ...	7	Laver ...	19.23	19.51

Total flying time: 28 mins.

Saturday, August 31st

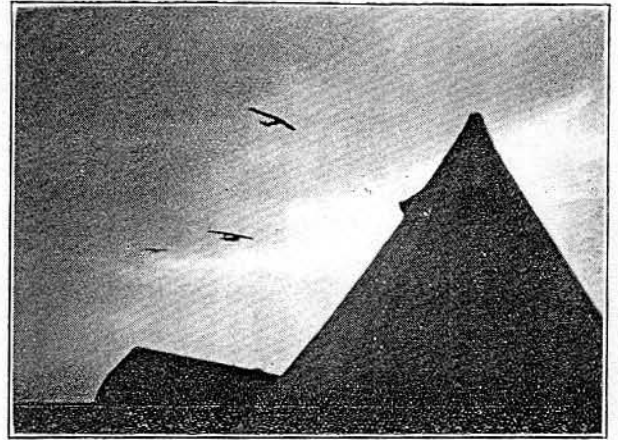
After slight rain early, sufficient wind sprang up about mid-day for flying to begin over the West Slope, but it was none too good for most of the day, and spectators were entertained to a display of masterly tactics by the crack pilots of the meeting as they struggled to keep height. It was an opportunity to

judge comparative performance, and the tiny Penrose PEGASUS was seen to be keeping about the same height as the BLUE WREN, while the FALCON two-seater, with Bergel and Hardwick taking turns at the controls, was up simultaneously with the RHÖNBUSSARD, TWO GRUNAU BABIES, two ordinary FALCONS, and the BLUE WREN, and flew comfortably above them all. There were some thermals about, and both Neilan, in KIRBY KITE, and Wills in HJORDIS, found thermal lift over a cornfield north of the Bank; Neilan got up to 1,700 ft., and Wills slightly higher.

The Daily Prize was for an out-and-return flight to Oswaldkirk Church, seven miles to the east. No one succeeded, but A. L. Slater made a valiant attempt in the GOLDEN WREN; in a pure glide off the winch cable (there was no lift over the South Slope or its extensions) he got within a mile of the turning point.

Apart from competition flights, there was a certain amount of club flying during the meeting on the Yorkshire Club's HOLS DER TEUFEL. Miss Moyra Horsley, according to the Press, had been promised a sailplane by her father if she got her "C" during the meeting; she tried to win the gift on Thursday, but did not quite pull it off. To-day Baron Eugene de Veauce, a power pilot, tried for his "C," but the HOLS almost immediately developed a flat spin and came down and wrecked itself on the stones at the edge of the Bank.

In the evening the Yorkshire Club gave a supper party in the club house. Needless to say, it was a great success. A real north-country feed was followed by an excellent variety entertainment, with Mr. Falla and his pack of cards among the chief performers.



Evening Silhouette.

[Photo by G. L. Bell.]

Sunday, September 1st

A poor south-westerly wind on the last day of the meeting caused several people to land at the bottom, and only Nicholson succeeded in keeping up for an hour at the northern end of the horseshoe. The STEDMAN two-seater was busy as usual taking up passengers, until some fools crossing the landing ground caused it to run into a ditch. Nearly everybody stayed till the end of the meeting in an effort to spin out till the last moment what had been a most delightful holiday.

Flights on Saturday, August 31st

Aircraft	No.	Pilot	Launch	Landing
Kirby Kite ...	12	Neilan	11.55	13.41
Rhönbussard ...	2	Cooper	12.05	12.45
Golden Wren ...	18	Robertson	12.18	12.34
Hjordis ...	1	Wills	12.58	13.33
Falcon ...	7	Laver	13.28	13.47
Blue Wren ...	19	Bell	15.38	16.39
Scud II ...	16	Barker	14.05	14.15
Rhönbussard ...	2	Cooper	15.14	17.06
Hjordis ...	1	Wills	15.30	16.20
* Pegasus ...	20	Penrose	15.40	17.05
Falcon ...	6	Metcalf	15.42	16.04
Grunau Baby ...	11	Reffell	15.48	16.03
Grunau Baby ...	5	Filmer	15.55	16.13
Kirby Kite ...	12	Neilan	16.02	17.55
Falcon ...	7	Laver	17.21	20.05
Falcon ...	6	Wynne	17.29	19.51
Blue Wren ...	19	Bell	17.34	19.35
Rhönbussard ...	2	Nicholson	17.40	19.00
Falcon ...	8	Hastwell	17.45	18.14
Grunau Baby ...	5	Filmer	17.49	18.32
Grunau Baby ...	11	Bergel	17.55	18.55
* Pegasus ...	20	Penrose	18.02	20.13
Tem ...	13	Little	18.01	18.29
Grunau Baby ...	3	Liddell	18.11	19.14
Kirby Kite ...	12	Wills	18.17	18.38
Falcon ...	8	Hardwick	18.25	18.38
Stedman 2-Seater ...	23	Stedman	18.35	18.46
Falcon ...	8	Rainey	18.50	19.13
Golden Wren ...	18	Slater	18.56	19.21
Prüffling ...	26	Jameson	19.02	19.06
Falcon III ...	15	Slingsby	19.13	19.31
Stedman 2-Seater ...	23	Stedman	19.21	19.27
Kirby Kite ...	12	Neilan	19.31	20.00
Falcon ...	8	Sharpe	19.37	19.58
Rhönbussard ...	2	Cooper	19.42	20.17
Stedman 2-Seater ...	23	Stedman	19.46	19.54
Falcon III ...	15	Hardwick, Bergel	19.53	20.09
Stedman 2-Seater ...	23	Stedman	20.03	20.07
Stedman 2-Seater ...	23	Stedman	20.22	20.25

Total launches: 39. Total flying time: 30 hrs. 10 mins.

Flights on Sunday, September 1st

Aircraft	No.	Pilot	Launch	Landing
Rhönbussard ...	2	Nicholson	12.03	12.11
Hjordis ...	1	Wills	12.19	12.40
Kirby Kite ...	12	Bergel	12.33	12.42
Rhönbussard ...	2	Nicholson	12.58	13.07
Falcon ...	6	Metcalf	13.18	13.23
Falcon ...	8	Wordsworth	14.14	14.16
Rhönbussard ...	2	Nicholson	14.34	15.34
* Pegasus ...	20	Penrose	14.51	15.15
Stedman 2-Seater ...	23	Stedman	15.03	15.05
Stedman 2-Seater ...	23	Stedman	15.22	15.24
Golden Wren ...	18	Smith	15.36	16.07

Total launches: 11. Total flying time: 3 hrs. 14 mins.

The Carden-Baynes Auxiliary.—In our advertisement pages in this issue will be seen a photograph of this machine in flight, taken on the occasion of its test flight by Dr. J. P. Dewsbery last month at Reading Aerodrome. In a flat calm, its new inverted 250 c.c. Villiers two-stroke motor pulled it into the air unaided in 250 yards, giving its 9 h.p. at 3,450 r.p.m. very smoothly till its half-gallon fuel tank was exhausted. After climbing to 2,000 ft. in 15 minutes, the pilot retracted the motor and airscrew and glided down for 15 minutes, there being no thermals about as it was nearly dusk. Thus the sinking speed was proved at the designer's figure of 2.2 ft. per sec. The all-up weight with pilot was 530 lbs., which gives the remarkable power loading of about 60 lbs. per h.p. New modifications in the design include a throttle lever at the wing-tip for use when taxiing the machine out of the hangar alone, complete dual ignition, a fluorescent bubble bank indicator, and a rear view driving mirror to help in centralising the airscrew before retracting.

Yorkshire Gliding Club

Competition Week.—It would be futile to try to express our views of the competitions adequately in these notes, so we leave the full description to others. The Yorkshire Club members had a thoroughly good time working hard and sneaking in a flight occasionally. The winch crew, particularly, were kept busy, and they have been very gratified, during the last few days, to receive several letters of commendation and thanks from appreciative pilots. In return may we express our sincere thanks to all those who helped with retrieving and ground organisation, particularly the ladies and gentlemen who assisted on "gates" and car park. On great occasions such as this, when our own personnel has such heavy demands on it for various services, it is very pleasing to find that people voluntarily offer their help for such unwelcome duties as selling tickets to some ungrateful spectators who try to argue about a charge for admission to our grounds. It was a great week. Many friendships were renewed and new ones made, and the general contentment and satisfaction make one hope that, though this was the best Competitions Week yet, next year's will be still better.

Jersey Gliding Club

Sunday, August 18th.—This is a month of very poor winds for us, so we have been preparing a site for launching at the top of the hill. We were able to-day to congratulate Wagstaffe on obtaining his "B" certificate at the summer camp, Dunstable; we also gave him the first launch, and he made a splendid flight in a very light S.W. wind.

Dorset Gliding Club

Maiden Newton, Sunday, July 21st.—Slight S.W. wind. Operations started early in the morning when Lansdown flew the DAGLING from the top. Aldridge was then given 11 launches from the lower slopes to remove completely any remaining tendency to use "wrong rudder."

Later in the morning Mr. Penrose's sailplane was given some short test flights and, as the modified skid seemed satisfactory, it was launched off the top of the S.W. slope. In spite of the fact that the wind was on the light side, and the beat was short, this little machine amply justified its existence, and in a flight of about three minutes demonstrated its controllability; but in the losing fight to keep height it eventually had to do a sort of forced landing, which revealed that the skid mounting needed still further strengthening.

After this the DAGLING was flown from the top by Lansdown, Rolfe, Shelton and Walden (who, by doing 56 secs., completed both his 45's towards his "B"). Then Leak showed that he had not forgotten the site in which he got his "C" (the only one obtained on this site so far), though his zoom off the launch rather put the wind up those watching, who were not used to this manoeuvre! Fraying, flying off the top, ran no risks, though his flight showed that he missed the air-speed indicator, which has now been taken off the machine because beginners were inclined to make a fetish of it. After this, Walden had a shot at getting his "B," and did 59 seconds, so he was sent off again, and this time made no mistake, doing two good turns in a flight of 69 seconds.

Wednesday, July 24th.—In a short evening meeting Lansdown and Clewlow had flights from the top of the Cottage Slope, then Aldridge and Crow had training down below, both revealing that they were ready for their "A's."

Saturday, July 27th.—After Lansdown had test-flighted the machine from the top, Clewlow in two flights qualified for his "B." Walden also flew from the top.

Sunday, July 28th.—Lansdown took the machine down from the top, and afterwards the day was devoted to primary instruction. Those receiving this were Aldridge, Crow, Gaunt, Lock, Cook (a power pilot having his initial gliding flights), and Misses Laver and Townsend.

Sunday, August 4th.—Penrose tested his sailplane twice in two short flights. Laver, Lansdown and Walden flew the DAGLING from the top, and Aldridge and Miss Laver were given instruction down below.

Monday, August 5th.—DAGLING taken down from top by Walden to valley bottom, where Aldridge and Miss Laver had instruction; also Lock. After a long lunch interval, due to the heat, Aldridge was concentrated on and got his "A" from up above the "Pimple"; then all had flights from the top, Aldridge doing a "45" towards his "B."

Saturday, August 10th.—Minor repairs to DAGLING's aileron. Penrose tested his sailplane in a light wind.

Sunday, August 11th.—Penrose again tested his sailplane, and the DAGLING was then taken out and flown from the top by Lansdown, Walden, Shelton and Laver. A flag was planted down in the valley for spot-landing practice; Walden went off first and landed so near that his flying wires knocked the flag over, and Shelton hit the flag when coming in to land. Aldridge then did 70 secs. towards his "B," and Cook, who had his first trip from the top, qualified for his "A" by doing 63 seconds. Immediately after this Aldridge took his "B" in convincing style, bringing the total of certificates recently obtained up to nine—four "A's" and five "B's." After tea Gaunt was given instruction till dark.

Sunday, August 18th.—This day a soaring wind was wanted so as to give Penrose a chance to test his sailplane before it was packed up ready for Sutton Bank. However, during the day it was given four flights, and amply justified the hopes of those responsible for its existence, demonstrating its manoeuvrability, and on one occasion soared along the north slope, going out of sight for nearly a minute and returning to the site coming up the valley at speed (down wind), swinging into wind with a sharp right turn to land quite near the retrieving car.

The DAGLING was flown from the top by Lansdown, Rolfe, Walden, Shelton and Aldridge. A slight mishap occurred when Cook was being launched from the top, the machine making a stalled landing owing to the extreme lightness of the pilot, and damaging one wing.

A Gliding "At-Home"

The Manchester and Derbyshire Gliding Clubs announce that they are organising a gliding at-home for private owners and clubs at their site at Eyam for Easter week-end, 1936. Visiting pilots and their crews will be the guests of the club throughout their stay, provided that they notify the organisers beforehand. Soaring is possible from this site in all wind directions. Further details will be announced later. (Easter next year falls on April 12th.)

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