



GLIDING



GLIDING at Hanworth.—A glider has now been loaned to Hanworth Club, and it is hoped to experiment with towed flights behind a motor car, at such times when ordinary flying is not possible. Members who are interested in this innovation should get in touch with Flt.-Lt. H. M. Schofield at the club.

COMRIE Gliding Club's glider has been delivered, and the preliminary flights recently carried out were entirely successful. In spite of the fact that there was a strong cross wind blowing, and that the pilots had but little experience in flying, everything went off smoothly.

GLASGOW Gliding Club Ltd.—A company has been formed to extend the activities of the Glasgow Gliding Club. Known as the Glasgow Gliding Club (Ltd), 161, North Street, Glasgow, it is among the joint-stock companies which have been registered in Scotland this week.

The company is limited by guarantee, and has no share capital.

GLIDING in America.—An interesting little magazine, which gives its readers a lot of practical information about gliders and model aircraft, and enables one to form an opinion of the state of gliding in that country, is *The National Power Glider*, published by Dime Publications Inc., New York.

THE ASSOCIATION of Northern Gliding Clubs.—On Sunday, December 14, the first open-air meeting took place at the Aircraft Club's Harrogate ground. Representatives from Malton, Bradford, Harrogate and Leeds Clubs were present, and the Harrogate and Bradford machines were kept very busy. Many flights, varying from 15 to 30 seconds, were made, eventually the Harrogate machine was flown into the ground and knocked a wing off.

A member of the Bradford Club distinguished himself by flying direct into a 15-foot holly bush without damaging himself or the machine.

On Saturday, 20th, the official meeting of the A.N.G.C. took place, but the proceedings were of a private nature.

On Sunday, 21st, another open-air meeting took place at the Harrogate Club ground, most of the flying being done by the Bradford machine. The Leeds machine arrived rather late, while the Harrogate machine turned up later still and was put away in its shed as it was not thought worth while to erect it with only two hours of daylight; repairs had delayed its arrival.

During part of the day a steady breeze was blowing, which enabled many flights of between 30 and 45 seconds to be made.

KENT Gliding Club.—On Friday, December 26, a party of club members visited the R.A.F. station at Eastchurch. Although the weather was of the worst, the party had a very enjoyable and instructive morning, inspecting the various types of service aircraft in the hangars. Flight-Lieut. Crawford and Graham Nichols kindly explained the various details and conducted the party through the Gunnery School and Museum. After an excellent lunch at the Manor House Hotel, members returned to the aerodrome, and the rain having ceased some experiments in auto towing were carried out, however the ground was too saturated for the car wheels to get a trip, and attempts had to be given up.

On Sunday, December 28, a successful meeting was held at Lenham, but towards the end of the afternoon some slight damage was done to the tail plane, and further gliding was suspended.

January 4, 1931, is the first anniversary of the Club's formation, but as this date falls on a Sunday, the annual dinner is being held on Monday, February 23, the anniversary of the first gliding meeting.

THE ISLE of Wight Gliding Club.—For a number of past weeks the club has been meeting regularly at Somerton Aerodrome, and working very hard on flights from flat ground, practice in landings being chiefly concentrated on. Although work on "the flat" is devoid of any thrills and flights of any duration are impossible, the value of this "ground work" was very apparent on Sunday, December 21, when the club met at Whiteley Bank to commence instruction on slopes. A fairly strong north wind rendered the proper site unsuitable, but one was eventually found close by, and a number of members made very successful flights which were perfectly controlled throughout, and finished with good landings. No mishaps of any nature occurred, and at the close of the day the glider was returned to the hangar intact.

Now that the club has at last made a start on slopes, and in view of the very creditable flights made by members, it is anticipated that a bunch of "A's" will be applied for in the very near future.

New members are steadily being enrolled, but there is still plenty of room for others. Anyone interested is asked to communicate with the Hon. Secretary, 61, Swanmore Road, Ryde, I.W., who will be pleased to give all particulars relating to the club.

SOUTHDOWN Skysailing Club.—On Sunday, December 21, the club got through a lot of useful preliminary training on their ground near Ditchling Beacon. Some long-distance flights were made during the day by Flight-Lieut. Brown (club captain) and Messrs. Russell, Robins, Parker, and W. Wood.

A feature of the meeting was a splendid first performance put up by Miss Hackworth, daughter of Dr. Vivian Hackworth, the club's hon. medical officer (who also made a good glide the previous week). Miss Hackworth made two very straight and steady flights, earning the applause of the onlookers.

Another good effort by an *ab initio* was a steady glide made by Mr. D. M. Cannon, who should soon be ready to qualify for his "A" certificate. Messrs. Ely, Tulley, and King-Smith are also approaching certificate standard.

Altogether nearly 50 launches were made, and there was an increased attendance of interested spectators.

On Sunday, December 28, the Southdown Skysailing Club held their last practice meeting of the year, this being the ninth weekly meeting of the club. Well over 200 launches have been made and the R.F.D. primary training machine has stood up well to hard usage. With only two mishaps to record (and these were not really serious), a word of praise is due to the instructor, Flight-Lieut. Brown, D.F.C., and to his energetic team of ground engineers. In nine actual flying days very considerable progress has been made, and by next summer the club hopes to have trained a number of soaring pilots.

Owing to a very high and gusty wind blowing in the wrong direction on Sunday, at the club's gliding ground near Ditchling Beacon, training flights were somewhat restricted. Mr. C. G. Lawson, however, succeeded in making a faultless glide of 35 sec., thus qualifying for his "A" certificate—the fifth to be obtained by members in the last few weeks.

Other glides, varying in duration from 30 to 10 sec., were made by the following members: Flt.-Lt. Brown and Messrs. Robins, S. Wood, W. Wood, Cannon, Ely and Tulley.

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Royal Aeronautical Society Lectures

The following is the lecture programme for the second half of Session 1931, of the Royal Aeronautical Society. All meetings will take place at the Royal Society of Arts, 18, John Street, Adelphi, W.C.2, at 6.30 p.m.

1931.
Jan. 8 .. "Some Aspects of the Design and Construction of Sea-going Aircraft." Mr. A. Gouge, B.Sc., A.F.R.Ae.S.
Jan. 22 .. "Deck Flying." Sqdn.-Ldr. W. R. D. Acland, D.F.C., A.F.C.

Jan. 29 .. "Development and Construction of Sailplanes and Gliders." Herr A. Lippisch.
Feb. 12 .. "Air Navigation." Capt. N. Macmillan, M.C., A.F.C., A.F.R.Ae.S. (Joint meeting with the Guild of Air Pilots and Air Navigators).
Feb. 26 .. "Meteorological Aspects of Gliding and Soaring." Capt. F. Entwistle, B.Sc. (Joint meeting with the British Gliding Association).
Mar. 19 .. "Research in the Berlin Technische Hochschule." Dr. W. Hoff.
Apr. 16 .. "Aircraft Noise." Dr. A. H. Davis.
Apr. 30 .. "Aerodynamics of Sails." Dr. Manfred Curry.
May 14 .. "The Metal-Clad Airship." Mr. Carl Fritsche.