

LIGHT 'PLANE AND GLIDER NOTES

Those wishing to get in touch with others interested in matters relating to gliding and the construction of gliders are invited to write to the Editor of FLIGHT, who will be pleased to publish such communications on this page, in order to bring together those who would like to co-operate, either in forming gliding clubs or in private collaboration.

LIEUT. THORET, who is at present in Czecho-Slovakia demonstrating a Dewoitine light monoplane, made a flight over the Little Carpathian Mountains on November 30. Starting from the Vanihory aerodrome, near Bratislava, he flew along the tops of the mountains, looking for country suitable for gliding. On his return he found what was considered a favourable locality, near Bystrica, at the confluence of the Danube and Morava. During part of the time Thoret was flying along the sides and top of the ranges his engine was missing on one cylinder, but he got back safely and landed at Bystrica.

THE Bystrica district has also been reconnoitred from the air by Thoret, who was accompanied by a Czecho-Slovak pilot, in a two-seater military aeroplane. On several occasions it was found possible to throttle down the engine and glide in the up-currents. It is expected that Lieut. Thoret will now try the air in the district with his Dewoitine gliders, of which he has with him two examples, and it is hoped that conditions will prove so favourable that performances equaling, or even exceeding, those put up in the Rhön may be obtained.

OWING to the fact that FLIGHT has had to go to press several days earlier than usual this week, on account of the Christmas

holidays, it is impossible to include in this week's issue any reference to Cobham's return flight from Brussels on the De Havilland 53 light monoplane, with Blackburne engine, on which he flew from London to Brussels a short time ago in just over 4 hours. At the time of writing these notes it was just learnt that Cobham had had his machine transported from the Brussels show to the Haren aerodrome, where he was to give some exhibitions of stunt flying preparatory to his return to England. It might be mentioned, although it really goes without saying, that Cobham is lubricating his Blackburn with "Castrol."

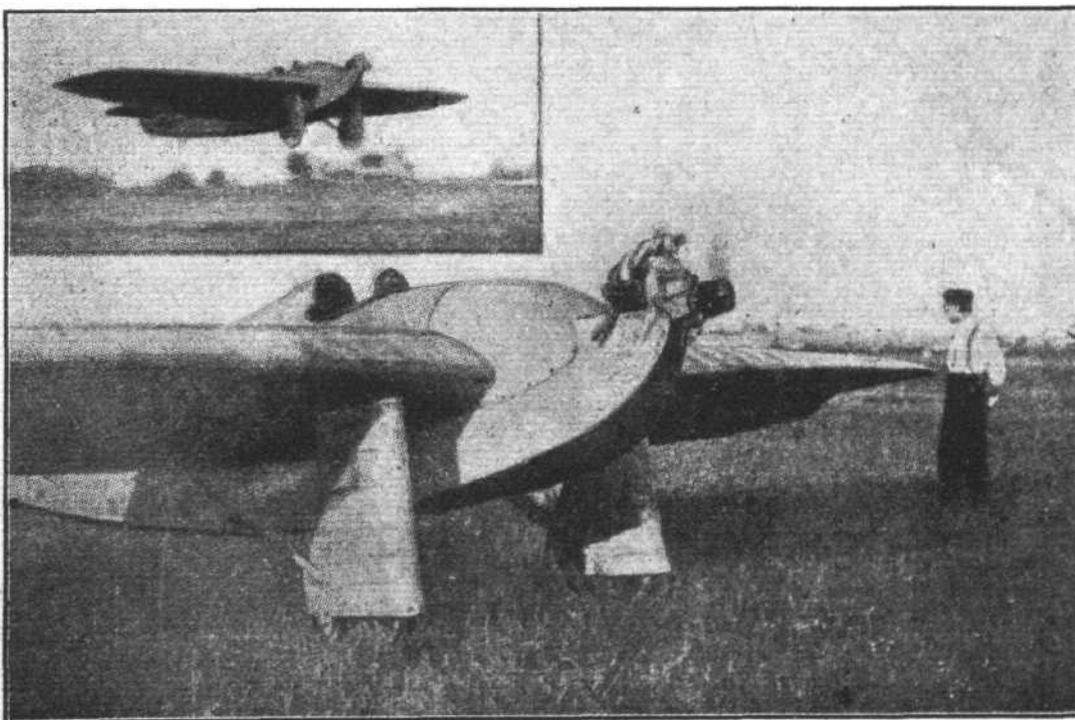
THE Carley (Dutch) light monoplane described in our issue of November 29, 1923, is about to be flown over the route Rotterdam-Brussels-Paris-London-Rotterdam. On December 18 the machine, piloted by Raparlier, left Rotterdam at 11.20 a.m., and arrived in Brussels at 12.05. After a stay of about 1½ hour at Brussels, Raparlier left en route for Paris. He met with a strong head wind, which slowed down his progress considerably, and just as he was within sight of Le Bourget aerodrome he ran out of petrol and had to land outside the aerodrome. After obtaining some fuel, he proceeded, and actually landed at Le Bourget at 4.35 p.m., having taken, including the stop, 3 hours 18 mins. for the flight from Brussels to Le Bourget. There he will give exhibition flights before various French and foreign representatives, and will then proceed to London, where it is hoped many of FLIGHT's readers will take the opportunity of inspecting the machine. The engine fitted is a 20 h.p. Anzani.

THE PEGNA "RONDINE" LIGHT MONOPLANE 400 c.c. A.B.C. Engine

GRADUALLY the light 'plane movement is spreading. Originally the ball was started rolling by French constructors. Then England took up the subject, and showed by the excellence of the machines gathered at Lympne last October that in this class, as well as in the more "serious" types, British constructors can more than hold their own. In Belgium and Holland light 'planes are beginning to appear, some of which have put up very good performances. In Germany little has been done, although two or three light 'planes have been built. America is just beginning to be interested, although it should be pointed out that individual experimenters have, from time to time, produced low-power machines, without, however, the movement really spreading to wider circles. Now Italy has made a start, and, by the courtesy of our

Italian contemporary *Notiziario di Aeronautica*, we are able this week to publish general arrangement drawings and photographs of the first Italian light 'plane, the Pegna "Rondine" (Swallow).

The "Rondine" was designed by Signor Giovanni Pegna, and built by Piaggio and Co., of Rome. In certain respects, it will be seen, the machine is not unlike the Klemperer Aachen monoplane glider, with its "trousered" undercarriage and fairly low wing position. The aspect ratio of the thick cantilever wing is, however, fairly low, and as the machine is designed for low speeds and high power loading it may be questioned whether the efficiency is all that it might be. It is stated that the best L/D ratio is 14, which is probably approximately correct, as the parasite resistance does not



The Pegna "Rondine." Photograph shows undercarriage and engine mounting. Inset, the machine in flight.