Sport and Business

YORKSHIRE AEROPLANE CLUB held their annual At Home at the Leeds - Bradford Airport, Yeadon, in excellent weather on June 19. The main group of visiting pilots came from Newcastle Aero Club, who again won the Mailed Gauntlet trophy in the bombing competition. For the second year in succession members of the Yorkshire Club retained the Black-Mark trophy as a booby prize. Other prizes were presented by Arnold Wilson to M. J. Burn of Newcastle (sealed time of arrival) and R. H. Sherry, who had flown the longest distance (from Stapleford to Twyning) to attend. Among the visiting aircraft was the circus of Piper types from Vigers Aviation at Kidlington.

LONDON SCHOOL OF FLYING at Elstree are holding a rally on Sunday, July 10, to which all business, club and private pilots are invited. A prize will be awarded to the pilot landing nearest a sealed time between 1.30 and 2.15 p.m. and luncheons will be available for visitors arriving before then if advance notification (telephone Elstree 2795) has been given. The aerodrome will be closed from 3 to 4.30 p.m., during which time a short flying display will take place. Visiting pilots are requested to check the circuit area, as the circuit direction is left-handed in the morning and right-handed in the afternoon.

NOW AVAILABLE to private and business aircraft operators flying to the London area is the de Havilland Engine Company's aerodrome at Leaveston, near Watford. Located on the edge of the London control zone, the aerodrome is normally open from 7 a.m. to 4.30 p.m. on weekdays, but landings and take-offs during weekday evenings and at weekends may be made by prior arrangement with the Air Traffic Control Department. The aerodrome has a concrete runway of 1,020yd and two grass runways of 900 and 1,010yd. Refuelling facilities, parking space and hangarage are available, and maintenance snags can be dealt with by engineers from the company's service department. The telephone number to Air Traffic Control at Leaveston is Garston 4000, extension 199 and 200, and Garston 3674. The tower frequency is 122.5 Mc/s (or, on request, 117.9) and homing facilities are provided on 122.3 or 123.3 Mc/s.

ON-CALL CUSTOMS FACILITIES are now available at Cambridge Airport to private and club aircraft, provided 24 hours notice is given. Arrangements for this service, which is being provided on a trial basis up to September 30, can be made through the Air Traffic Control Department at the airport (Cambridge 56293, extension 6). Normal hours are from 9 a.m. to 6 p.m. daily, although movements at other times can be arranged on request. Standard landing fees are charged, but no extra fee is involved in the attendance of the customs officers.

CHAIRMAN OF THE POPULAR FLYING ASSOCIATION for the last 18 months, Harold Best-Devereux has recently resigned from this post in order to devote more time to his private business. He has been succeeded by David Armstrong, a founder-member of the Association, with W. V. Fitzmaurice as vice-chairman. Following a recent PFA committee re-shuffle, Roy Mills is now handling group activities, John Blake Press and public relations, Ted Davis finance, A. A. P. Deverell construction and operation, and Eric King permits and inspections.

AT THE KRONFELD CLUB, London, on Wednesday next, July 6, Kenneth Owen of FLIGHT, will give a talk entitled Introduction to Ballooning. This will be based on his ascent in the Dutch balloon Jules Verne in the recent International Balloon Race at Rotterdam, described in our issue of May 13.

Approximately twenty sailplanes from 16 member-clubs of the RAF Gliding and Soaring Association will take part in the 1960 RAF Inter-Command Gliding Championships at Oldham during July 16-22. This contest will be followed, from July 23 to 31, by the second annual Inter-Services Championships between the Royal Navy, Army and RAF. Task setting during the RAF meeting will be by Air Cdre G. J. C. Paul, founder of the RAFGSA, for many years its chairman, and now Secretary-General of the Air League. In charge of the overall programme will be Gp Capt N. W. Kearton, deputy chairman of the Association; Gp Capt N. R. Goody, present chairman of the Association. Among competing pilots will be Gp Capt M. K. Kearton, deputy chairman of the Association; Fit Lt David Cretney; Wg Cdr J. Croshaw; Sgt A. W. Gough and Sgt John Williamson. It is hoped that Air Chief Marshal Sir Theodore McEvoy, Air Secretary and RAFGSA President, will also take part.

An outstanding flight was made last month by an RAFGSA pilot to an altitude of 25,900ft in an Olympia 2B. The pilot was Pit Off Ian Strachan, a Valiant pilot of 207 Sqn based at Marham, whose flight was cut short by his running out of oxygen. After an aero-tow to 1,600ft on June 5 from Marham, where he glides with the Fenlands Club, Pit Off Strachan gained height rapidly by entering two cumulo-nimbus clouds. In the second cumulo-nimbus the climb above 16,000ft was made without the aid of the artificial horizon, the batteries of which had become exhausted during the first climb. At the peak height the air-brakes were opened and a quick descent was started. According to an Air Ministry press release, Pit Off Strachan said later: "As I descended I suddenly felt thirsty, so I opened the little window in the cockpit, broke a piece of ice off the aircraft, and sucked it."

A Safir, Jodel, Bonanza and Argus are in the foreground of this line-up picture taken at the Angers rally, reported on this page.

THE FOURTEENTH INTERNATIONAL AIR RALLY of Wine, Flowers and Castles of Anjou, organized by the Aero Club de l'Ouest de la France in conjunction with the local vintners, was held on June 18-19 at Angers in the Loire Valley. Some 70 aircraft attended, most of which were French but including eight from the United Kingdom and a sprinkling of Dutch, Belgian, Luxembourg, Channel Islands and North African types. The oldest aircraft present was probably the Tiger Club's Hornet Moth flown by J. M. E. Smith and John May. The weekend programme included a navigation competition, wine tasting contest, and inspection of a local wine-bottling plant. A photograph of the line-up of aircraft on arrival at Angers appears above.

RETROSPECT
From "Flight" of July 2, 1910

Labouchere Flies to a Café: While flying with Count Bobillard on his Antoinette monoplane at Chalons Camp the other day, Labouchere surprised his companion by suggesting that they should call at a café to get refreshment. Sailing the action to the word, he flew over to Mourmelon, and brought his machine to rest in a field outside a café. Having been served, the two aviators remounted their machine, and flew back to their headquarters at the Camp.