

BRITISH GLIDING ASSOCIATION

Affiliated to the Royal Aero Club of the United Kingdom

President : The VISCOUNT KEMSLEY

Vice-President :

Professor Sir David BRUNT,
M.A., Sc.D., F.R.S.

THE ROYAL AERO CLUB AVIATION CENTRE

LONDONDERRY HOUSE

19, PARK LANE

LONDON, W.1

Secretary :

Lady KINLOCH

23rd. June, 1953.

PRESS INVITATION AND NEWS RELEASE.

THE NATIONAL GLIDING CHAMPIONSHIPS, 1953. 25th. July - Aug. 3rd. Inc.

INVITATION: We enclose an invitation for your representative to attend the National Championships. We very much hope he will be able to come, and we look forward to offering him every facility.

REGULATIONS AND ENTRIES. We enclose a yellow information sheet which includes the Regulations, pilots' qualifications, marking, trophies, etc.. We also enclose a white sheet giving the list of entries received by the closing date, June 20th.. The Organisers are at present discussing whether or not it will be possible to accept all these entries.

POINTS OF INTEREST.

1. NUMBER OF ENTRIES. There are a total of 37 entries which is the highest ever received.
 2. PILOTS.
 - a. Entry No.1. P.A. Wills, C.B.L., won the World Championship for single seater gliders in Madrid in 1952. At that Meeting there were 60 pilots from 19 countries.
 - b. Entries No.s 2 and 3, G.H. Stephenson and F. Foster were members of the British Team for the 1952 World Championships. The pilots in entries No.4 and No.5, Goodhart, and Deane-Drummond were reserve pilots for the British Team.
 3. LADIES. No ladies are flying this year as pilots. However the wives of pilots Wills, Stephenson, Foster, Deane-Drummond and Yates are members of their husbands' crews, and there are five other ladies crewing for friends. Mr. Stephenson has a family crew made up of his wife and twin sons aged 12.
 4. AIRCRAFT.
 - a. TWO-SEATERS. There are eight two-seater Sedberghs entered, five of them by the ATC. In the case of the ATC entries the pilot will always be accompanied by a young ATC cadet. These young boys will thus have an opportunity of experiencing a high standard of flying in competition with entries from the Empire Test Pilots School, etc..
 - b. OLYMPIAS. This aircraft, as in previous Championships, is the most popular entry, - there are seventeen entered.
 - c. SKYLARK. This new sailplane built by Messrs. Slingsby Sailplanes, will be flying in competitions for the first time.
 - d. SKY. There are three Sky entered. This is the aircraft which won the World Championship in 1952.
 5. R.A.F. Entries No.s 10, 18, 19, are from the R.A.F.. Entry No.19, it will be noted, is from R.A.F. Germany.
 6. SITE. The World Championships will be held on the same site in 1954.
- PLEASE RING THE SECRETARY IF YOU HAVE ANY OTHER ENQUIRIES.

... today in the resumed
Mrs. Louisa Merrifield denied that
large number of lies."

... 70-year-old third husband,
Merrifield, have pleaded "Not guilty" at
... to the joint charge of murdering 79-year-old
Ann Ricketts, 37, of
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37 GLIDERS READY FOR TEST

WITH the weather good for gliding, all 37 sailplanes assembled at Great Hucklow, Derbyshire, for the national gliding championships are due to be launched on practice flights by tonight.

Preparations for the championships, which will be started tomorrow by Mr. John Profumo, Parliamentary Secretary to the Ministry of Civil Aviation, were completed today by the 60 members of the Derbyshire and Lancashire Gliding Club.

The club is staging the event for the fourth time, in conjunction with the British Gliding Association.

NEW DESIGN

Among arrivals is the Skylark, a new single-seater of British design, which was completed only yesterday at the Kirbymoorside works of Mr. F. N. Slingsby.

R.A.C. and police patrols were out on the roads leading to Great Hucklow to control the considerable numbers of visitors, but their busiest day will be tomorrow, when a crowd of 7,000 is expected.

Particular importance is attached to the national championships this year, for the world championships come to Britain for the first time next year, and will be staged on the same site.

NOTED PILOTS

Most of the British international pilots are taking part in the individual class, among them being Philip Wills, in the Sky sailplane, in which he won the world championship in Spain last year.

Two other Skvs and the new Skylark are also entered in this class.

There are seven trophies to be won; two, the Slingsby trophy and the Furlong trophy, will be awarded for the first time in the new two-seater class.

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He challenges gliding aces

By HARRY C. DRAKE,
Dispatch Air Correspondent

THE largest number of entries ever received for the national gliding contests reached the British Gliding Association for this year's meeting at Great Hucklow, near Sheffield.

From Middleton St. George R.A.F. Station, near Darlington, Cpl. L. Simpson, of Malton, North Riding, who learnt his gliding in Germany, has entered a Sedbergh two-seater belonging to the local R.A.F. gliding club.

The association is discussing whether all the 37 entries can be accepted.

Among them are world champion and pioneer British flier Philip Wills and two of his fellow members of Britain's 1952 international team—Geoffrey Stephenson and B.E.A. airline pilot Frank Foster.

Wills is flying the same Sky sailplane which he used in Spain, while other Sky planes will be piloted by Stephenson and members of the Empire Test Pilot School at Farnborough.

The new prototype Skylark sailplane—the latest British design further developed from the Sky—will appear in the hands of Army Gliding Club ace Lt.-Col. A. J. Deane-Drummond, of the Staff College, Camberley.

A.T.C. schools have made five entries. In each case the competition pilot will be accompanied by a young A.T.C. cadet.

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D. Dispatch

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Mr. Stagg

GLIDER MEN GET RADIO PICTURES OF THE WEATHER

Daily Mail Reporter

SAILPLANE pilots soaring above the Pennines yesterday were the first men in Britain to receive weather reports by a revolutionary method.

Before taking off in the National Gliding Contests which opened at Great Hucklow, Derbyshire, they saw weather maps transmitted in facsimile by radio from stations in Britain, Germany, and New York.

The Air Ministry Meteorological Office has set up a mobile station here to experiment with the method. If successful the Ministry may decide to provide the service for airfields and ships all over Britain.

The Ministry's "boffins" were all pleased with yesterday's results.

Good start

The firm making the apparatus, Muirhead, Ltd., snatched a big dollar order from under the noses of American competitors when Canada discovered their method was ahead of the U.S.

The Skylark, Britain's newest, smallest, and cheapest sailplane, made a brilliant début today.

Piloted by Lieut.-Colonel A. J. Deane-Drummond, a Regular Army officer, it flew 94 miles to Whitby, his declared goal.

The Skylark's performance was another triumph for its designer, Mr. Frank Slingsby, of Kirby Moorside, Yorkshire.

The last glider before the Skylark to come from his drawing-board was the 60ft.-long Sky, in which Mr. Philip Wills won the world gliding championship for Britain at Madrid last year.

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BRITISH GLIDING ASSOCIATION

Your Competition
Number is

NATIONAL GLIDING CHAMPIONSHIPS 1953

CAMPHILL, GREAT HUCKLOW

DERBYSHIRE.

July 25th. to August 3rd. Inclusive.

GENERAL INFORMATION, SUPPLEMENTARY REGULATIONS, etc.

SAILPLANE TRAILERS.

The entrance for sailplane trailers will be via the Public Car Park and thence through the special gateway to the Club ground. Each trailer will have a marked standing along the wall behind the hangar and must always be taken straight to its appointed place on arriving at the Club. One car may be parked with each trailer, but space will be rather limited and other team cars must be left in the Members' Car Park in an orderly manner.

On days when heavy road traffic is expected locally, arrangements will be made for an alternative parking site, for trailers clear of the site, so that departure on cross-country retrieving need not be unduly impeded.

REPORTING.

A member of the team must report to the Timekeepers in the Briefing Room at the hangar, immediately on arrival. The following documents must be produced if you have not already done so :-

- (1) Competitor's Licence for each pilot.
- (2) Certificate of Airworthiness or other evidence as notified.
- (3) Evidence of Third Party Insurance with an indemnity of £5,000 extended to cover competition flying.
- (4) Barograph calibration chart. (Not essential.)
- (5) Personal Log Book.
- (6) List of any personnel accompanying team.
- (7) Glider log book.

NOTE: It will relieve the work of the organisers if these documents accompany the entry or are submitted to the British Gliding Association prior to the date of the Competitions.

ACCOMMODATION.

Tents and caravans must only be placed in the approved site, which is the field on the south side of the road from the Club premises, the entrance being opposite the Public Car Park entrance. Don't forget your ration books.

Mr. R. Booth is in charge of the Camping Site and will allocate your parking space.

If you have not already seen the circular about accommodation arrangements and available hotels in the locality, write to Mr. Booth. His address is :- 94, Arundel Street, Sheffield I.

BRIEFING OFFICE.

The whole organisation of the Meeting will be centred in the Briefing Office which is in the Hangar.

Apply there for any services you require, including:-

METEOROLOGICAL INFORMATION
TELEPHONE MESSAGES
MARKING
BRIEFING
INFORMATION
PRESS

TELEPHONE.

The telephone number is TIDESWELL 354. Write it on your Competitor's Badge.

An additional line for domestic and non-competition calls is available to the Clubhouse - Tideswell 207. Competitors are requested not to use this line except as a last resort in case of difficulty.

REPAIRS.

MR. C. FAULKNER is in charge of the repair and workshops organisation and competitors must make arrangements with him. Messrs. Elliotts of Newbury Ltd. will be in attendance.

FIRST AID.

A mobile British Red Cross Ambulance Unit will be present throughout the Championships.

SOCIAL.

Riding, swimming, golf, dancing, and other entertainments are available in the neighbourhood. Further information will be available at the Club.

SUPPLEMENTARY REGULATIONS.

(1) MARKING SYSTEM FOR TASK 2. Section C, Para 2 (c) of the Main Regulations are hereby amended to read:-

(c) Task 2 Distance marking will be given by the formula

$$N = \frac{d^2}{D} ; \text{ or } N = 1.2 \frac{d^2}{D} \text{ if an Out and Return flight is declared.}$$

As will be seen, this modification gives increased recognition to Out-and-Return declarations. A more detailed explanation of its effect, together with examples of "Straight" and "Out-and-Return" markings in Task 2 will be posted on the Briefing Room Notice Board.

(2) All Competitors must comply with the Flying Regulations of the Derbyshire and Lancashire Gliding Club and Operational Regulations of the British Gliding Association where these are applicable. Full copies of both are posted in the Clubhouse and in the Briefing Room. Particular attention is drawn to Regulation 18 of the Club Rules: THE CARDINAL RULES OF HILL SOARING.

If as may well happen at times, a number of machines are "thermal hunting" on the hill below, say, 600 feet, care must be taken not to enter a thermal by turning towards the hill as this causes general confusion and upsets all the rules of Hill Soaring.

- (3) All Competitors and teams nominated on Entry Forms will be regarded as temporary members of the Derbyshire and Lancashire Gliding Club. All other persons accompanying teams will be required to apply for temporary membership, for which a fee of 5s. each will be charged, and will be issued with the appropriate badge. Lapel badges must be worn by competitors and crews throughout the Meeting.
- (4) Subject to Section A. No.5 of the Main Regulations, as issued by the B.G.A. and to any ruling of the Technical Marshal, competitors will be responsible for their own Daily Inspection for Airworthiness.
- (5) The organisation will not be able to supply sufficient towing cars for all competitors on the field. A number of ropes suitable for car or hand towing will be available and competitors will be encouraged to use their own cars for this purpose, returning cars to the trailer park immediately after delivering the machine to the starting point. Competitors' CARS WILL NOT BE ALLOWED ON THE FLYING FIELD EXCEPT FOR THE PURPOSE OF TOWING, and will in any case be under the complete jurisdiction of the Marshals.
- (6) Launching will be by winch and/or bungee at the discretion of the Marshal on duty. Bungee launching will be by rope, pulley and car. Full details of this technique are available in the Briefing Room. An open hook and an approved holding back handgrip are an essential requirement.
- (7) Briefing will take place in the Briefing Room in the hangar at 9.45 hours each morning. Competition launches will normally be available between 10.00 hours B.S.T. and 18.00 hours B.S.T.. Competitors wishing to be launched at any other time must give at least one hour's notice to the Chief Marshal.
- (8) Barographs, although not required for competition purposes may be sealed and unsealed by the Timekeeper on duty in the Briefing Room. Please do not leave sealing until the last moment. Smoking apparatus and fixing lotion will be available.
- (9) Starting procedure is as follows :-
Machines must, so far as is possible, be lined up at the starting point in order of take-off ready for flight and the pilot should enter his name on the starting board against the number of his machine. Before any machine is launched a Take-off Chit must have been completed and signed by the pilot.
- (10) For landing procedure away from site see Section B.7 of the Main Regulations.

Also ring Tideswell 354 as soon as possible, giving in the order indicated the following information:-

- (1) Name.
- (2) Machine number.
- (3) Time of landing.
- (4) Place of landing.
- (5) Telephone number (if any).
- (6) MAXIMUM INDICATED HEIGHT A.S.L.
- (7) Any further information necessary or useful to the retrieving crew. Make it as brief as possible. PILOTS MUST REPORT BACK AS SOON AS POSSIBLE AFTER LANDING, WHETHER THERE IS ANY NECESSITY FOR RETRIEVING ARRANGEMENTS OR NOT.

(11) The reference map of the Meeting will be the Ordnance Survey "Quarter Inch" Fourth Edition. Evidence of landing should be such that the position can be pin-pointed on this map.

(12) Competitors' badges should be signed and worn at all times.

NOTE:

Tuesday 4th. August is DISPERSAL DAY and competition launches will cease at 16.00 hours on Monday 3rd. August, and prizes will be given out that evening.

PARTY. The usual party will take place in the club forecourt on Saturday evening, the 1st. August, and those who are able to contribute to the entertainment will receive every encouragement.

(1) Launching will be by which means or buoy at the discretion of the Marshal on duty. Full details of this technique are available in the...

(2) Starting will take place in the starting room in the hanger at 9.45 hours each morning. Competition launches will normally be available between 10.00 hours B.S.T. and 18.00 hours B.S.T. Competitors wishing to be launched at other times must give at least one hour's notice to the...

(3) Although not required for competition purposes, all machines may be sealed and unsealed by the manager on duty in the starting room. Please do not leave sealing until the last moment. Sealing apparatus and starting button will be available.

(4) Starting procedure is as follows:- Machines must, as far as is possible, be lined up at the starting point in order of take-off ready for light and the pilot should enter his name on the starting list against the number of his machine. Before any machine is launched a take-off list must have been completed and signed by the...

(5) For landing procedure away from site see Section B.7 of the main regulations. Also see Appendix 1 as soon as possible, giving in the order indicated the following information:-

- (1) Name
 - (2) Machine number
 - (3) Time of landing
 - (4) Place of landing
 - (5) Telephone number (if any)
 - (6) MAXIMUM INDICATED WEIGHT A.S.T.
- Any further information necessary or useful to the retrieving crew. Make it as brief as possible. PILOTS MUST REPORT BACK AS SOON AS POSSIBLE AFTER LANDING, WHETHER THERE IS ANY NECESSITY FOR RETRIEVING ARRANGEMENTS OR NOT.

BRITISH GLIDING ASSOCIATION LTD.

1953 NATIONAL GLIDING CHAMPIONSHIPS LIST OF ENTRIES.

<u>NO.</u>	<u>Aircraft:</u>	<u>Name of Entrant:</u>	<u>Names of Pilots (Captain of team underlined).</u>
<u>INDIVIDUAL CLASS</u>			
1.	Sky.	P.A. Wills	<u>P.A. Wills.</u>
2.	Sky	London Gliding Club	<u>G.H. Stephenson.</u>
3.	Olympia	Frank Foster	<u>Frank Foster</u>
4.	Mu 13a	Royal Naval Gliding & Soaring Association.	<u>Lt. Cdr. G.A.J. Goodhart.</u>
5.	Skylark	F.N. Slingsby.	<u>Lt. Col. A.J. Deane</u> <u>Drummond.</u>
6.	Olympia	D.A. Smith	<u>D.A. Smith.</u>
7.	Olympia	Surrey Gliding Club	<u>C.W. Dowdall.</u>
8.	Weihe	Surrey Gliding Club	<u>W.A.H. Kahn.</u>
9.	Kite II	Andrew Coulson	<u>Andrew Coulson.</u>
10.	Sedbergh T21B	RAFGSA No. 7 Area Gliding Club, Middleton St. George	<u>Cpl. L. Simpson.</u>
<u>TEAM CLASS.</u>			
11.	Olympia	Army Gliding Club.	<u>D.L. Martlew</u> <u>J.S. Williamson.</u> P. Wenham
12.	Olympia	Bristol Gliding Club.	<u>J.D. Jones.</u> <u>M.J. Hodgson.</u> G.E. Miller J.M. Hahn.
13.	Olympia	Cambridge University G.C.	<u>G.R. Whitfield.</u> <u>J. Grantham.</u> A.R.I. Austin.
14.	Prefect	Cambridge University G.C.	<u>A.B. Adams.</u> <u>J.P.W. Gaskell</u>
15.	Olympia	Imperial College Gliding Club	<u>W.N. Tonkyn</u> A.G. Oram.
16.	Olympia	London Gliding Club	<u>C.A.P. Ellis</u> G.H. Lee.
17.	Olympia	Southdown Gliding Club	<u>W.F. Jordan</u> <u>J.F. Godley.</u> D.C. Snodgrass
18.	Gull IV	R.A.F.G.S.A. Western Area Gliding Club, Cosford.	<u>S/Ldr. R.H. Pelling</u> <u>F/Lt. T. Page.</u>
19.	Weihe	Association of 2nd Tactical Air Force Gliding Clubs.	<u>Cpl. McKercher</u> <u>Cpl. Brennan.</u>
20.	Sky	Empire Test Pilots School Farnborough	<u>P.L. Bisgood.</u> A.D. Dick.
21.	Olympia	Empire Test Pilots School Farnborough	<u>E.C. Rigg.</u> <u>C.H. Macfie.</u> J.D. Price.

LIST OF ENTRIES FOR 1953 NATIONAL CHAMPIONSHIPS

TEAM CLASS - Continued:

NO:	Aircraft:	<u>Name of Entrant:</u>	<u>Names of Pilots (Captain of Team underlined.)</u>
22.	Olympia	Major C.G. Dorman	<u>Major C.G. Dorman.</u> S. Morison.
23.	Olympia	R.G. Frecheville	<u>R.D. Dickson.</u> <u>R.G. Frecheville.</u> W.A.S. Murray.
24.	Olympia	Hickling/Cotton	<u>J.H. Hickling</u> <u>J.L. Cotton.</u>
25.	Kite IIA	F.G. Irving	<u>F.G. Irving.</u> L.J.W. Hall
26.	Olympia	M.V. Laurie	<u>J.C. Neilan.</u> <u>M.V. Laurie</u>
27.	Olympia	Professor G.C. Varley	<u>Professor G.C. Varley.</u> R.C. Stafford-Allen. R.M.H. Goodhall.
28.	Olympia	A.H. Warminger	<u>A.H. Warminger.</u> B. Gould
29.	Olympia	A.H. Yates	<u>A.H. Yates.</u> G. Nixon.
30.	Petrel	Yorkshire Soaring Syndicate	<u>R.C. Pick.</u> <u>S.C. O'Grady</u> A. de Redder.
31.	Sedbergh T21B	A.T.C. Home Command Gliding Instructors School,	<u>F/Lt. A.D. Piggott</u> <u>F/O. E.J. Meddings.</u>
32.	Sedbergh T21B	A.T.C. No. 168 Gliding School, Detling.	<u>K.W. O'Riley.</u> H.G. How.
33.	Sedbergh T21B	A.T.C. No. 106 Gliding School, Henlow, Beds.	<u>S.R. Dodd.</u> <u>F.E. Allen</u>
34.	Sedbergh T21B	A.T.C. No. 89 Gliding School, Christchurch.	<u>S/Idb. F.R.E. Hayter</u> <u>P/O J.C. Allan.</u>
35.	Sedbergh T21B	A.T.C. No. 49 Gliding School, Newton, Notts.	<u>W.D. Campion</u> <u>B. Longstaff</u>
36.	Sedbergh T21B	Cambridge University Gliding Club.	<u>A.L.L. Alexander</u> <u>G.S. Neumann</u>
37.	Sedbergh T21B	Imperial College Gliding Club	<u>R.A.B. Macfie</u> <u>P. Murden.</u>