

MOTORLESS MEMORANDA

For those of you interested in the quieter form of flight, we include the latest batch of allocations (actually those up to 17.5.72 which are the latest received) followed by a commentary on earlier entries edited for us by William Bishop.

BGA Allocations

BGA No.	Type	c/n	Remarks
1514	T.59A Kestrel 17	1729	
1515	T.59D Kestrel 19	1762	Comp. No. 108.
1516	Gl-aflugel Standard Libelle	273	Comp. No. 11.
1517	Glasf. Std. Libelle	235	c/n 235 also quoted for BGA1660.
1518	Glasf. Std. Libelle	274	
1519	Glasf. Std. Libelle	270	
1520	T.59 Kestrel		Reservation only.
1642	Goevier (Fokker built)	6000	Comp. No. 332. Previously PH-178.
1643	Slingsby T.8 Tutor		Reservation only.
1644	Glasf. Std. Libelle		
1645	Schompp-Hirth Standard Cirrus	120	
1646	SZD-32A Foka 5	W-534	W-534 also quoted for VH-GZW. Previously D-8116.
1647	Schleicher Ka-7	462	
1648	Glasf. Std. Libelle	224	
1649	Schleicher ASK-13	13329	
1650	Schleicher ASK-13	13305	
1651	Schleicher K-8B	8862	
1652	Schleicher ASK-13	13335	
1653	Schleicher K-8B	8870	
1654	S. Hirth Std. Cirrus	139	
1655	Glasf. Std. Libelle	233	
1656	Glasf. Std. Libelle	225	Comp. No. 88. Based Portmoak.
1657	Glasf. Std. Libelle	234	
1658	Scheibe Bergfalke II/55	124	
1659	S. Hirth Std. Cirrus	140	c/n 140 also quoted for N108A.
1660	Glasf. Std. Libelle	235	c/n 235 also quoted for BGA 1517.
1661	Glasf. Std. Libelle	242	Comp. No. 441. Based Portmoak.
1662	Glasf. Std. Libelle	232	
1663	Grunau Baby II/c	1	
1664	Schleicher Ka-7		Reservation only.
1665	Schleicher K-8B		Reservation only.
1666	Holmes K.H.-1	1	
1667	S. Hirth Std. Cirrus	167	
1668	SZD-9 Bocian IE	IEP 428	
1669	Glasf. Std. Libelle	266	Comp. No. 25.
1670	Glasf. Std. Libelle	271	
1671	Glasf. Std. Libelle	265	
1672	Glasf. Std. Libelle	269	
1673	Glasf. Std. Libelle	272	
1674	SZD-30 Pirat	B 459	
1675	SZD-36A Cobra 15	W 561	Comp. No. 447.
1676	SZD-9 Bocian IE	P 551	
1677	S. Hirth Std. Cirrus	173	
1678	Glasf. Std. Libelle	264	
1679	S. Hirth Std. Cirrus	197	Comp. No. 8.
1680	T.59D Kestrel 19	1764	Comp. No. 66.
1681	T.59A Kestrel 17	1724	
1682	T.59 Kestrel 19	1786	Comp. No. 268.
1683	T.59 Kestrel		Reservation only.
1684	T.59 Kestrel 19	1791	Comp. No. 919.
1685	to 1689		Reserved for Slingsby Sailplanes.
1690	SZD-32A Foka 5	W 546	
1691	S. Hirth Std. Cirrus		Reservation only.
1692	EoN Olympia 2B	EoN/0/120	Ex RAFGSA233 when Comp. No. 133.
1693	Glasf. Std. Libelle	267	
1694	Schleicher Ka-7	7036	Ex D-4029.
1695	Schleicher K-8B	1099	Ex Irish.
1696	Schleicher Ka-6E	4059	Ex OO-ZDA.
1697	EoN Olympia 2B	EoN/0/027	Ex VV400 (c/n 029 quoted in the register).
1698	Slingsby T.8 Tutor		
1699	Glasf. Std. Libelle	179	
1700	to 1704		Reserved for Torva Sailplanes.
1705	Slingsby T.21B	1207	Ex RAFGSA 251 & BGA 878.
1706	S. Hirth Std. Cirrus	194	
1707	SZD-30 Pirat	B 470	
1708	SZD-30 Pirat	B 469	
1709	SZD-30 Pirat	B 460	
1710	Glasf. Std. Libelle	268	
1711	Rheinland		Reservation. (Pre-war German).
1712	L-13 Blanik	175123	
1713	L-13 Blanik	175124	
1714	SZD-30 Pirat	B 472	
1715	Schleicher K-8B	419/58	Ex D-5625. Based Sutton Bank.
1716	T.59D Kestrel 19	1763	Comp. No. 44. Based Swanton Morley.
1717	SZD-36A Cobra 15	W 565	
1718	EoN Olympia 2B	EoN/0/044	Ex RAFGSA 426, 126, 206 & BGA 542.
1719	Schleicher Rhonlerche	127	Ex D-5439. Based Stoke/Meir.
2001	Operation Sigma C	003	



Illustrating the "latest" allocations are Goevier BGA1642, Cobra 15 BGA1675 and Kestrel 19 BGA1680. (All by William Bishop)

The following has also come to hand (c/ns in brackets):

- 310 Slingsby T.6 Kite I (258B) *Blue Moon*. This crashed into trees when landing near Edgehill in 12.70 and was declared a write-off. It subsequently helped in the rebuild of Kite I BGA327 (ex G-ALPR), which is currently Dishforth based.
- 601 Slingsby T.21B (543). Ex G-ALKX. Blown over and written off at the Southdown G.C. Fille on 29.1.72.
- 802 Slingsby T.41 Skylark 2B (963). Was a total loss, together with its trailer, in Scotland during January, 1972.
- 1011 Slingsby T.43 Skylark 3F (1318). This is now registered as 4X-GGB.
- 1246 Slingsby T.45 Swallow (1475). Crashed 16.1.72 on Bishop Hill, Portmoak, Kinross-shire and believed to have been written off.
- 1178 EoN 460 (EoN/S/004). Ex G-ARTE. This did not become BGA 1334.
- 1334 EoN 460 (EoN/S/044). Had and still has same c/n.
- 1335 Schweizer SGU 2-22EK (234). Sold back to America in March, 1968 and is now registered CF-XUB.
- 1583 Slingsby HP-14C (WJP-1). Sold abroad in August, 1971 and has now been registered in South Africa as ZS-GHU.
- 1589 Schleicher K.7. Crashed and written off at Sutton Bank on 9.7.72.
- 1641 Torva TA Srs. I (001). Fuselage declared a write-off, following a landing accident at Sutton Bank on 15.7.71 in turbulent conditions. The wings have subsequently been used for structural tests.

The BGA allocations listed above reveal a large number of unresolved queries and problems. Any solutions will be gratefully received by your Editor. Finally, details of sailplanes in use by the London G.C. at Dunstable are as follows:

Schleicher ASK-13 BGA1396 (13015/67) Comp. No. 385; BGA1421 (13034) Comp. No. 386; BGA1442 (13067) Comp. No. 110 and Schleicher K-8Bs BGA1458 (8747) Comp. No. 107; BGA1451 (8743) Comp. No. 127; BGA1561 (8792) Comp. No. 143; BGA1574 (8803) Comp. No. 474. In addition to this regular Schleicher Fleet, the club hangar still houses two former LGC T.21Bs, BGA969 c/n 558 ex SE-SHM and coded "B" and BGA573 c/n 540 ex G-ALJU "D". These are used from time to time for such purposes as joyrides and air experience flights.

(With thanks to Messrs. H. W. Bishop, N. H. Ellison and F. Russell for their contributions.)

Gliding Sites No. 6

The Southdown Gliding Club Ltd.

The Southdown GC is one of the oldest Gliding Clubs in Great Britain. Some fifty years ago, the first successful soaring flights in Great Britain were carried out from Itford Hill, at the western end of a long line of Downs, whose highest point is at Fille Beacon, the Southdown Club's present site (see November-December 1972 *Digest*). Undulating hills and a plentiful supply of suitable fields

were an ideal setting for these initial pioneering experiments, and after 1930 when the nation-wide interest in the sport led to a rapid increase in the number of prospective pilots, it was anticipated that this part of the country would have its full share of the new clubs then being formed. However, of these, the only one in Sussex to survive was the Southdown Gliding Club, formed in 1932 from the Southern Counties Soaring Club (formed 1931), into which several of the others were eventually amalgamated.

The first sites to be used were at Balsdean, north of Rottingdean and only two miles from the then edge of Brighton, and Ditchling Beacon, some five miles north of Brighton. In 1933 a move was made to Lancing. Two years later a hangar was erected at Devil's Dyke to the NW of Brighton. This latter site continued to be used until the beginning of the Second World War. During these years, sailplanes based on the site at some time or another, included two RFD primaries, an Airspeed Tern, a Kirby Kite, a Scott Viking I, and two Grunau.

When the ban on Gliding was removed in January 1946, it was planned to recommence operations from Devil's Dyke, but the ground and equipment there had suffered unduly from wartime operations—the area had been used as a battle training ground—and as the Club built up again a good site was discovered in the ex-RAF emergency aerodrome at Friston, where flying commenced later that year. The site was so arable in all winds except easterlies, giving a good four mile beat to Beachy Head.

In 1948 the old hangar at Devil's Dyke was dismantled and rebuilt at Friston to house the two SG.38s, Cadet, two Tutors and Slingsby T.21B. At this time the Club introduced complete dual instruction ab initio, which proved very successful and became a permanent feature of Club operations.

After four years of flying from Friston, the club had become "strong" enough to justify operating from other sites when conditions were favourable, and a few expeditions were made to Firlie with the Tutors (and later Olympia 1), which were bungeed from the hill in the N-NE winds. In August 1950 a joint summer camp was held at Friston with the Portsmouth GC when several return trips to Beachy Head were made.

In 1951 the Club purchased a new high-performance sailplane—an EoN Olympia 1 BGA550 c/n. EoN/O/031, Comp. No. 164 (Ex-G-ALJY) to which solo members converted from the Tutors. In March 1955, after nine years of successful flying operations at Friston, flying was brought to an end when the Club's tenancy of the field ended. Fortunately the club was able to continue flying without interruption, for following an extensive search for a new site, permission was granted to fly at Bo-Peep Hill, Firlie on the Downs, some ten miles inland and NW. of Friston, on land owned by Lord Gage, who had been an enthusiastic supporter of the first gliding meetings which had been held at Firlie in 1922 and 1930.

A hangar was soon erected at the top of the hill, with the clubhouse, a cottage, situated at the foot. By the late '50s the Club was moving from a period of consolidation at Firlie, to one of expansion, and as a result of employing a full-time ground engineer for three years, sailplane serviceability remained exceptionally high.

In February 1961 the Club flew for the first time from Bostal Hill, adjoining Bo-Peep Hill, as the provision made in the lease for the ploughing of Firlie at some future date, was implemented. A return was made to Bo-Peep two years later, whereupon Bostal Hill received the same treatment.

Unfortunately the Club lost the services of their Olympia BGA550 in an accident on 13 October, 1962, and ordered a T.45 Swallow as a replacement, BGA1109 arriving soon after Easter the following year. In June 1963 EoN 460 BGA1201 arrived for a Club syndicate—the first at the Club. In October 1965 the Club's EoN 460 BGA1355 arrived on site, followed in 1968 by a privately owned ASK-13, which is available for Club use. This was perhaps rather fortunate, for the Club's T-21B which had come of age in 1969 was badly damaged and had to be replaced. The replacement T-21B BGA716 (which had previously operated with the Army GA at Odiham) was aerotowed in from Lasham on 26 October 1969. Unfortunately BGA716 was



Illustrating Gliding Site No. 6 article are EoN 460 BGA1201, Olympia 2 BGA678 and Schleicher ASK-13 BGA1457. (All by William Bishop)

blown over on 29 January, 1972 by an exception gust 90° to the day's wind, despite two in the cockpit and five others hanging on. The replacement K-7 arrived in July 1972.

All the sites which the Southdown GC have used have been ridge sites. Thermal activity is limited because of the proximity of the sea, and although easterly wave has been contacted on occasions, heights of 7,000 ft. are rare. Consequently, throughout the Club's history, numerous expeditions have been made to other sites. Although ridge soaring in N-NE winds (especially in winter time) is plentiful, long cross-countries and big gains of height are not really possible at Firlie. Thus in the early 50s a Club decision enabled approved groups of Club members to hire the Olympia for away flying during the week, which proved quite successful. Frequently the Oly was based at Lasham or the Mynd for a week, while now with more based syndicates on site, it is usual for each of these to make a few trips each year to various sites, e.g. Compton Abbas, the Long Mynd or Sutton Bank, in search of better soaring.

Later this year, the Club hopes to move to a new site at Parham, one mile from the Northern escarpment of the Downs, North of the A283, West of Storrington, and ten miles NW of Worthing, where advantage can be taken of sea-breeze frontal soaring, and wave, produced by SW-SE winds.

Operational Base: Bo-Peep Hill, (Clubhouse Bo-Peep Lane) Alciston, near Polegate, Sussex BN26 6UJ. (50° 50' N 00° 07' E, 500 ft. above mean sea level).

Fleet List as at 9.11.72:

BGA No.	Type	c/n	Comp. No.	Club	Owner
1736	Schleicher Ka-7	7009	—	Club	
1109	Slingsby T-45 Swallow	1377	—	Club	
1355	EoN 460	EoN/S/047	164	—	G. Cretfield (Sailplane available for Club use).
1457	Schleicher ASK-13	13077	—	—	Six person syndicate.
678	EoN Olympia 2	EoN/O/076	93	—	Six person syndicate.
1201	EoN 460 Srs. I	EoN/S/014	463	—	J. Cornish, C. Berry.
1283	EoN 460	EoN/S/036	396	—	D. Eastell.

(With thanks to R. Bishop, D. Eastell, Sailplane and Gliding and William Bishop who compiles these reviews).

Bolivian authorities cancelled it after a crash near Todos Santos on 29.9.60. However, the helicopter's power of instant replay found it as N9737Z registered about 1963. (This was the middle registration of two other ex-Bolivian World Wide Bell 47s). It passed to Utility Helicopters Inc. and was being operated by Helicopter Services Private Ltd. of Bombay when it was written off, following engine failure, at Trichur on 9.5.66.

47D NC177B has only suffered the loss of the C prefix and appears never to have left Massachusetts, where it is currently registered.

47G (Agusta-Bell variety) built in 1955 and registered I-FINT about November of that year to Societa Technicopters of Dacca, Pakistan. Late in 1966 it was cancelled as sold abroad—probably into India or Pakistan. However, it arrived in company with two other World Wide properties, one of which had been operating in Australasia. N6064C was licenced in October 1960 or 1961 so there is a gap in the history to be filled. All FAA documentation shows this as an

Agusta-Bell 47G cancelled on 8.2.66 which must make it the real G-ATSF.

Comment on the above would be gratefully received.

Finally, for this month, I must now lay open a mystery Auster that was eaten by 968 pigs—according to the *Daily Mail* for 13 April 1972. This staggering fact has not been mentioned previously, since your Editor expected to see the identity appear in the Lloyds Casualty Reports. Needless to say it has not! To quote the *Daily Mail*, who reported a Court case in their 13 April edition on Page 9, a Farmer, Sam Cottle of Craymarsh Farm, Seend, Devizes, Wilts., awoke on New Year's Day to find 968 pigs running berserk. Among other things they had eaten an Auster stored in a yard. The *Daily Mail* did not report on the outcome of the case and the Editor would be very pleased to learn of the identity of this mysterious Auster. Since no such machine has been suddenly Withdrawn from Use it is possible that it was an old Auster 9 with no civil identity. Older *BCAN* readers will recall the trouser-eating pigs of Devon but the Devizes breed are evidently less discerning.

50th Anniversary Gliding Meeting Bo-Peep Firle, Sussex, 3 September 1972

The Southdown Gliding Club site was chosen to commemorate the first gliding competition to be held in the UK at Itford Hill, near Lewes during the week 16-21 October, 1922. On that occasion the *Daily Mail* offered a prize of

£1,000 for the longest glide over 30 minutes duration and, having announced their intentions in August, competitors had 6 weeks to design, build and transport their gliders to Itford. The contest was actually won by a Frenchman in a tandem-wing Peyret glider with a world record glide of 3 hours 21 minutes. Our correspondent, John Ware, attended in 1972 and those present were as follows:

BGA No.

337 Rhonbussard c/n 620 built 1937.

378 Slingsby T.12 Gull I.

394 Slingsby T.8 Kite I.

416 Scott Viking I. Built 1936.

418 Kirby Petrel built by Slingsby in 1938.

442 Slingsby Tutor.

513 EoN Olympia 1. Comp. No. 218.

678 EoN Olympia 2B. Comp. No. 93.

689 Slingsby T.26 Kite 2. Comp. No. 58.

694 Slingsby Sky. Comp. No. 324.

998 SZD 9 Bocian. Comp. No. 196.

1201 EoN 460 Srs. 1. Comp. No. 463.

1289 Grunau Baby 2B.

1625 Eton T. Mk. I.

1642 Goevier c/n 6060. Comp. No. 332 ex-

PH-178.

1675 PZL Cobra c/n W.561.

1736 Schleicher K-7 c/n 7009.

1738 Schemp-Hirth Minimos. Built 1937 and

restored by Southdown Aero Services.

Glasflugel Libelle 201B. Comp. No. 55.

Schleicher ASK-13.

Sir George Cayley Riding Rudder Glider

replica.

At Firle on 3 September were (left, top to bottom) Scott Viking BGA416, Slingsby Kite BGA394, Slingsby Sky BGA694 and (right, top to bottom) Schemp-Hirth Minimos BGA1738, Cobra BGA1675 and Slingsby Gull BGA378.





Some Flight photos of the 1922 *Daily Mail* gliding competition at Firs.

(Top) Gordon England's glider; (Above) Raynham's glider pegged down on the summit of Itford Hill; (Below) A detachment of the RAF carrying Gordon England's and Raynham's gliders to the top of the hill; (Bottom) Captain P. H. Stocken's glider gets airborne.



(Above) Fokker starts a 37-minute flight.

