

GLIDING

HANWORTH GOES A'SOARING

NATIONAL FLYING SERVICES staged a public demonstration of all forms of gliding at Hanworth on Sunday, June 28. It was really a misnomer to call it gliding, it ought to have been haymaking, since it started by making several vehicles, ranging from motor cars down to Zögling's, do their best thoroughly to churn up the hay which lay thick upon the ground. Having done this for the whole afternoon it was only natural that it should have become a little mixed, so in the evening Desoutters were allowed to aerate it, and this they did thoroughly every time they took off! The programme ran through all methods, starting with some shock cord launches of a Zögling up to a flight by Herr Kronfeld on the Austria. Herr Kronfeld had given a demonstration before the King and Queen of the Belgians on the Wednesday before in his "Wien," and was subsequently towed from Brussels direct to Hanworth, a distance of 230 miles, via Valenciennes and Calais, by Herr Weichelt in a Klemm.

The afternoon's show had evidently been successfully advertised, because the crowd in the public enclosure was very large indeed, and we sincerely hope that what they saw left them with a greater sense of the value to be had out of gliding. We cannot help thinking, however, that there was a little too much of the shock cord stuff at the beginning, because on flat ground with no wind this is bound to a poor exhibition; and, moreover, what there was of it, was done too far up one end of the long public enclosure. It would have been far better to have had two or three demonstrations running at the same time along the enclosure and to have interspersed them with launches made by motor car. Several flights were made by this latter method, and later on the real stuff started when Herr Kronfeld, in the Wien, was towed up by Herr Weichelt in his Klemm (Siemens).

Herr Weichelt, by the way, holds the world's record for inverted flying, with a cross-country trip he made of 47 min. duration. A man who can hang inverted and control an aeroplane for so long must certainly have some-



King Alfonso enjoying the gliding and the hospitality at Hanworth. (FLIGHT Photo.)

thing very exceptional about his constitution, but we cannot imagine anything less enjoyable to the average man than to make inverted flights of even two or three minutes. However, Herr Weichelt's feat was undoubtedly an extraordinarily meritorious one, and we trust that the makers of his machine learnt something more about its capabilities from this flight.

Herr Kronfeld was able to attach himself to several large cumulus clouds when he got to a height of somewhere about 1,800 ft., and during his subsequent 1½ hours in the air was able to gain something like another couple of thousand feet. Actually, he said, he had great difficulty in remaining anywhere near the aerodrome, and could have, had he wished to do so, made a flight right over London and well into Essex, if not further, since a line of cumulus clouds which were perfect for the job stretched as far as he could see in that direction. His utilisation of the up currents to be found in these was easily seen, and Capt. Latimer Needham drew attention to this method of gaining height by broadcasting from the Lyons Tea Co.'s broadcasting van.

While Herr Kronfeld was still up, both Mr. Lowe-Wyld, on his B.A.C., and F/O. Mole, on another B.A.C.



The "Austria" which was built for Herr Kronfeld in the Segelflugzeugwerke at Kassel. The small wheels have recently been added to facilitate towing-off by an aircraft. (FLIGHT Photo.)