



Mr. Lowe-Wylde on his B.A.C. and Mr. Mole on the Barbara Cartland getting ready to go up and find the clouds. (FLIGHT Photo.)

machine which has been christened the Barbara Cartland, since it is the property of Mrs. McCorquodale, were towed up by N.F.S. Moths. These gliders are naturally not so efficient as the Wien, and, although they were able to gain a little height, they gradually lost it afterwards, and came down, having stayed up for some considerable time. Herr Kronfeld, however, continued to float round and round until eventually Capt. Max Findlay, the Chief Instructor of N.F.S., went up on a Martlet (Genet II) and "shot him down." After his landing Herr Kronfeld was presented by the Duke of Sutherland with the £1,000 cheque which he picked up for gliding across the Channel both ways during the same day, recently.

F/O. H. H. Leech gave an excellent display of well-thought-out aerobatics on the Martlet, and showed that he has evidently learnt a good deal of showmanship from his previous public shows, as all his stunts were done just in the right place in front of the crowd, where they could see him easily, and where there was no danger at all in the event of his engine cutting out. To emphasise this point he deliberately cut his engine out before the finish, and subsequently made a beautiful landing right in front of the crowd without starting up again. This form of finish does a very great deal to make the public realise that engine failure does not necessarily mean a crash, and that in point of fact forced landings resulting in crashes are the exception rather than the rule.

Ex-King Alfonso was present with a large party and appeared to enjoy Mr. Leech's display most thoroughly. As a further attraction, which was not gliding, Flt. Lt. W. E. Purdin flew the Blériot monoplane which had been seen at Hendon the previous day. On this occasion he gained quite a considerable altitude before finally landing in front of the crowd.

The last glider to do anything was Herr Kronfeld's Austria. Readers of FLIGHT will remember the illustrations of this strange-looking aircraft which we have already published, and will recollect that it has a colossal aspect ratio in the neighbourhood of 1:22. It has an amazingly flat gliding angle, and when Herr Kronfeld arrived in it, having been towed direct from St. Inglevert last Thursday evening, it took him some 30 min. to lose something like 1,500 ft., while he circled round Hanworth. Herr Kronfeld is naturally going very slowly with such a valuable



Below on the right can be seen Herr Kronfeld in the Wien just before making his flight over Hanworth. (FLIGHT Photo.)

machine, and has not as yet attempted anything very spectacular with it. Figures, etc., are not therefore available. It seemed a pity, however, that he did not take it up instead of the Wien earlier in the afternoon when there was plenty of clouds to hang on to, because now he could do nothing more than circle round and land.

On Tuesday, June 30, Herr Kronfeld made what must be the first glider flight over London. He left Hanworth at 1.15 p.m. and was towed up to 1,500 ft.

In about an hour he gained another 3,000 ft., and then made his way across London at an altitude of between 1,800 and 5,000 ft., finally landing at Great Lines, an open space used as a playground, at Chatham, at 5.30 p.m., where he was given every assistance by Rear-Admiral Snagge, R.N., who commands the R.N. Barracks, and who is himself an "A" pilot of Hanworth Club.

Herr Kronfeld utilised cumulus clouds for maintaining his height, and also thermal up-currents, which at times reached 7 to 8 ft./sec.

This flight is the longest made across flat country, the previous being that made by Herr Hirth of 3 hr. 10 min. over Breslau.



The Austria amid the hay at Hanworth. (FLIGHT Photo.)