SEPTEMBER 1931

Sunday .....

Monday .....

Tuesday .....

Wednesday 2nd A.M.

PREPARATIONS

Thursday 3RD 11 A.M. – 1 p.m.

LITTLE COMBE BOTTOM

W: 4 m/hour WEST

① ADORJAN P.
② KEEBLE J.B.E.
③ PAYNE J.H.
④ HEWSON W.N.
⑤ ROBIN
⑥ ROBIN

LUNCH

Friday 4TH A.M.

NO GLIDING

OWING TO RAIN.

REPAIR OF KINGPOST

C.H. BARNES

ARRIVED ON MOTORBICYCLE.

Saturday 5TH A.M.

INSPECTION OF GROUNDS

STRONG (10 – 25 m/hour)

NORTH WIND

PERMISSION OBTAINED TO USE Mr MILLARDS GROUND.

ASSEMBLEY OF MACHINE

Memo

SEPTEMBER 1931

Sunday

Monday

Tuesday 1st Sept. P.M.

12.30 ARRIVE AT GOE FARM.

KEEBLE ON MOTORBYC.

ROBIN
HEWSON
KARL FRIEDRICH } FROM LONDON

Sir G.T. WALKER FROM SHAFTSBURY BY THE CAR TOWING THE GLIDER ON TRAILER.

3.00 J.H. PAYNE BY PUSH BIKE

Wednesday 2nd P.M.

PREPARATIONS

6. P.M. ADORJAN

ARRIVED FROM SEMLEY

FETCHED BY CAR

Thursday 3RD 3 P.M. – 5.15 P.M.

(7) Sir. G. WALKER SLIDE
(8) Sir G. WALKER SLIDE
(9) SIR G. WALKER FLIGHT
(10) ROBIN
(11) ADORJAN P.
(12) KEEBLE J.B.E.
(13) PAYNE J.H.
(14) HEWSON W.N. → { KINGPOST OF RIGHT AGLERON BROKEN

SITE AND WIND AS IN MORNING

Friday 4TH A.M.

LITTLE COMBE BOTTOM

W: 0-2 m/sec N-E

(15) HEWSON W.N.
(16) Sir G.T. WALKER SLIDE
(17) Sir G.T. WALKER F
(18) BARNES C.H. { PULLED LEFT RUDDER
(19) BARNES
(20) Sir. G.T. Walker F. LEFT BOOM

Saturday 5TH { FLEW AGAINST TROLEY HOOK BENT

1.30 P.M. W: NORTH 15-25 M/H

(21) EUGEN WAGNER

STARTED FROM TOP OF SUTTON HILL ON Mr MILLARDS GROUND OVER PULLED AT START, TURNED BACK AND TRYED TO TURN IN WIND AGAIN. HARD SIDE SLIP LANDING. SMASHED SKID VERT STRUT

Memo

SEPTEMBER 1931

Sunday 6TH

STEVENS ARRIVED ON HIS MOTOR BIKE AT MIDDAY

GOOD WEATHER WITH OCCASIONAL SHOWERS

IN THE MORNING SIR GILBERT WALKER GAVE DEMONSTRATION OF BOOMERANG THROWING

Monday 7TH A.M.

10.00 A.M.

(22) PAYNE 41 SECS.

LITTLE COMBE TOP. FLYING W-S.W.
WIND: 0-2 M/H W-N.W.

10.45 A.M. LITTLE COMBE BOTTOM
(23) WIND: N-N.W. 0-2 M/H
SIR. G. WALKER

(24) SIR. G. WALKER

(25) SIR. S. WALKER ~ 4 secs.

Tuesday 8TH

HARVESTING

SIR. GILBERT WALKER LEFT THE CAMP.

Wednesday 9TH A.M

(66) SUTTON HILL
WIND 0-1 M/H N-W

12.00
HEWSON 41 SECS
FOR "A" CERT
OBSERVER: P. Ad[illegible]

DISTANCE ~ 700 yds.

Thursday 10TH A.M.

Repair of aeleron Biggest.

Pat arrived.

Friday 11TH A.M.

SUTTON HILL TOP

WIND 0-2 M/H E.
FLYING WEST

(81) PAYNE 50 secs
(2-1-0") 350 yds
Sutton Hill Bott

(82) BARNES

(83) BARNES

Saturday 11TH

Members went to see the Schneider Race which was postponed

Raing day.

Memo

SEPTEMBER 1931

Monday 7TH P.M.

LITTLE COMB BOTTOM

WIND: 0-2 M/H W-N.W.

(26) Sir. G. WALKER SLIDE

(27) Sir G. WALKER (2 / rope) FLIGHT

(28) STEVENS SLIDE

(29) STEVENS FLIGHT

(30) STEVENS SLIDE

AS IT WAS FOUND VERY HARD TO LAUNCH WITH TWO MEN PER ROPE, AUTO STARTING WAS USED

Monday

LONG COMBE BOTTOM

WIND:

(31) PAYNE x)
(32) ADORJAN
(33) ROBIN
(34) SIR. G. WALKER
(35) BARNES
(36) SIR G. WALKER
(37) SIR. G. WALKER
(38) ROBIN (OVER CONTROL)
(39) ROBIN
(40) ROBIN

(41) BARNES
(42) BARNES
(43) PAYNE
(44) PAYNE
(45) ADORJAN
(46) ADORJAN

x) USED RELEASE WHICH JAMMED AND STRAINED START. ROPE.

Tuesday 8TH P.M.

LONG COMBE BOTTOM

AUTO LAUNCHING WIND: 0-2½ N.

(47) ADORJAN
(48) ADORJAN
(49) KEEBLE
(50) KEEBLE
(51) HEWSON
S (52) STEVENS
(53) STEVENS
(54) HEWSON
(55) BARNES

(56) STEVENS
(57) ROBIN
(58) ROBIN
(59) STEVENS
(60) HEWSON
(61) STEVENS
(62) ~~SLIDE~~ KEEBLE
(63) HEWSON
(64) STEVENS
(65) STEVENS

Wednesday 9TH P.M.

CONDITIONS AS DURING THE MORNING. GLIDER TOWED BACK BY CAR & CABLE.

3.0 p.m. (67) Robin 45 secs.

For "A" CERT

OBSERVER : P. Allen

DIST : ~750 yds.

(68) KEEBLE 57 secs

WITH "S" BEND.

Thursday 10TH P.M.

(71) SUTTON HILL WIND: E 0-2 M/H

ADORJAN 51 secs

(for B) (1st) Dist: 800 yds.

SUTTON HILL BOTTOM

(72) BARNES

(73) (74) (75) BEKER SLIDES

(76) (77) (78) FRIEDRICH SLIDES

(79) BEKER FLIGHT

(80) FRIEDRICH SLIDE

Friday 11TH P.M.

(84) BARNES "37" SECS

"A" Cert

Time Keeper: P.A.

(No slip

(85) HEWSON 37 secs.

Dropped wing and could not get it up. Turned back landed through hedge.

Damage: two posts in fuselage

Allen left for London

Saturday 11TH

Memo

Sunday 13th

Good weather
Rounders played

Monday 14th

After phoning Adorjan it was understood that no new centre part for glider available and repairs have to be done by members.
Miss Barthel arrived.
Becker arrived

Tuesday 15TH ~~A.M.~~

Materials for glider repair purchased (abt 7 sh.)
Adorjan arrived at 1.28 Semley.
Pat acosted to Mere.

Wednesday 16TH

Repairs on glider started.
Stevens left.
Ralph and family went to Mere. Stevens left shortly before they arrived

Thursday 17TH

Repair of glider continued.
Work on road.

Friday 18TH P.M.

Repairs continued.

Saturday 19TH A.M.

The glider was assembled and various small repairs were completed.
After lunch it was packed again on the trailer and transported to Sutton Hill.

~~Memo~~

Telegraph arrived from Rector that he will visit camp at ~~abt.~~ midday on Sunday. In order that flights should take place on Sunday afternoon various members of the camp have to cancel all important engagements.

Sunday .....

Monday .....

Tuesday .....

Wednesday 10TH

Capt. Hill and family paid a visit to the Camp. They came by car from Yeovil

Thursday .....

Friday 18TH P.M.

Mr, Mrs. & Miss Lewitt visited the camp. They came by car from Leeds. Arriving at about 12.30 they inspected the ground and left after an hour

Saturday 19TH

Sutton Hill Tape. W3 N-E 2-4

(86) ADORJAN short test flight

(87) ADORJAN

flying from above top ledge could not turn, hit top of hill (24 secs) skidded down hill took off again and landed above left hand side of bottom ledge. (No damage)

(88) VEEBLE 1 min 1 sec

"S" Land ~~Memo~~ "B" Cart 4.pm

~ 1000 yds.

Official Observers: P.A.

Starting from top of Sutton Hill straight down bottom.

Adrian had to go to Shaftesbury in order to ensure by phone a telegram

SEPTEMBER 1931

Sunday 20th

WIND 2-6 M.P.H. N

(89) Payne 60 secs "B" cert

(90) Adorjan 41 secs

(91) Robin 37 4/5 secs

(92) W. J. Dezard } Hand launches
(93) " } skids & small
(94) " } flights.
(95) " }
(96) "
(97) " 46 secs "A" cert

Monday 21ST

† = SKID

2.30 P.M. COOMBE BOTTOM

WIND N.E. 5-20 M.P.H GUSTY

(98) FREDRICH †
(99) " —
(100) " †
(101) " —
(102) BECKER —
(103) STEVENS †

AUTO LAUNCHING BEGUN

(104) PAYNE
(105) KEEBLE
(106) HEWSON
(107) STEVENS
(108) EUGEN

(109) ROBIN
(110) HEBDEN - LANDING WIRE BROKE.
(111) BECKER
(112) HEBDEN
(113) "
(114) BECKER †
(115) "
(116) HEBDEN
(117) "
(118) BECKER
(119) "
(120) "
(121) "

Tuesday 22nd

COOMBE BOTTOM

WIND N.E. 5-20 M.P.H. VERY GUSTY

11.15 A.M. AUTO-LAUNCHING

(122) STEVENS
(123) "
(124) "
(125) "
(126) HEBDEN
(127) "
(128) " SKID FOUND TO BE BREAKING AWAY IN FRONT.
2.30PM. STEVENS — AILERON PULLEY FITTING PULLED OUT
(129)

Wednesday 23rd

WIN~~D~~ GREEN

WIND N.N.E. 10-15 M.P.H STEADY

(130) PAYNE 1 MIN 35 SECS — 3 TIMES ALONG RIDGE
(131) KEEBLE 1 " 37 " — 2 " " "

Thursday 24th

~~Wind 2-6 mph N.~~ ✓

COMMENCED 11.30 A.M.

(132) ROBIN 56 SECS

CAR BROKE BACK AXLE SHAFT

Friday 25th

WIND 2-6 M.P.H. N.

COMMENCED AT 12.15.

ON SIDE SLOPE

(133) HEBDEN 24 secs
(134) STEVENS
(135) STEVENS

FROM TOP OF HILL

(136) ROBIN 53 SECS
(137) HEWSON 47 " — FLEW INTO HILL
(138) HEBDEN 45 SECS 'A' FLIGHT

(BROKE ~~LANDING~~ LANDING WIRE ON ANT HEAP WHEN HAULING UP HILL)

Saturday 26th

WIND 2-8 M.P.H. N

(139) ROBIN 60 SECS — 'B' FLIGHT
(140) KEEBLE 1 MIN 10 SECS

Memo

September 1931

Sunday 20th

Very hot day. The Rector arrived from Oxford about 1.0 P.M. & after lunch we went to Sutton Hill. Payne started frm above the fence & qualified for his "B".

Adorjan then gave a demonstration of hedge hopping. The Rector was then given some hand launches at the bottom & then flying from the top qualified for his 'A'. He returned to London about 8. P.M.

A party went to Here during the evening

Monday 21st

Adorjan had to return to London first thing.

The weather was nice but in the wrong direction. We practised auto-landing but found it rather bumpy.

Carold left us at 4 PM to go to Bristol

Tuesday 22nd

The wind was still the same & the bumps were worse than ever. After a little while the skid front cracked & when that was mended an aileron pulley pulled out - this had been going on some time as we had had to take the aileron wires everyday. We therefore packed up the glider & returned to Gore.

Wednesday 23rd

Mended pulley fitting & then went out & found Win Green sick - got permission from Mr Findley of Bury Court farm.

Two flights with a spot of soaring.

Thursday 24th

Wind less, car axle broke & prevented flying. Car towed into Shaston.

Becher left us at 3. P.M.

Captain Hill came & visited our site & he & his wife & here mother had a meal with us. They also watched the folk dancing in the evening.

Friday 25th.

Gliding in day.

Stevens & Eugen had an accident on way back from Here Bent themselves, the hedge & the bike arrived back at 1.0 A.M.

Saturday 26th.

Rerigged glider & Robin had 'B' flight before Captain Hill, who looked in with some bananas, whilst on his way to Lymington

Stevens walked to Here to remove stiffness.

We erected several tent hills on the hill to safeguard the glider.

Memo

SEPTEMBER 1931

Sunday 27th.

NO FLYING

Monday 28th

Tuesday 29th

Wednesday

Thursday

Friday

Saturday

Memo

SEPTEMBER 1931

Sunday 27th

Packed up the glider in the bottom & then spend the rest of the day preparing for departure.

Monday 28th.

Hebden left at 6. AM – his alarum went at 4.30 A.M Breakfast at 8 AM & glider off at 10. AM with Stevens as an extra owing to an urgent letter. Kebble & Payne visited Hambleton Hill & Great Bottom, there, when prospecting for sites.
Car & trailer arrived safely

Tuesday 29th

Payne left for Home 9.30 by push-bike.
Kebble left at 11.30 for Ipswich by motor-bike.

Wednesday

Thursday

Friday

Saturday

Memo