

News FROM Clubs AND Members

EDWIN B. LAWRENCE, Lt. AAF and glider pilot is now flying the P-51 Mustang fighter. The Tennessean scored his first victory over the Luftwaffe in a dogfight with a Messerschmitt 109 near Frankfurt. He was flying on a bomber escort mission with the P-51 group led by Col. George T. Crowell.

"I was flying at 10,000 feet heading toward Frankfurt when four Me 109s were spotted," Lieutenant Lawrence said. "When they saw the flight I was flying with they made a 90-degree turn to our right.

"I hooked onto the tail of one of the Jerries and gave him a squirt at about 350 yards. I observed no strikes so I closed to about 250 yards dead astern and opened up again, getting several hits — one in what looked like the coolant radiator, for he was streaming lots of white smoke. About this time, the pilot bailed out and I saw the Nazi plane hit the ground and explode."

Ed Lawrence has earned an Oak Leaf Cluster to the Air Medal by "exceptionally meritorious service in aerial flight over enemy occupied Continental Europe."

JOEL S. ISENBERG, President of the MacGill University Gliding Club, reports that plans for the future include building one Dagling primary with a nacelle, having another built for them, and building a winch. Full scale operations will begin next spring.

ROLF H. NYKVIST sends in a few items on this year's Swedish Nationals. There were no less than nine flights of more than 3000 meters (9842.5ft.) on a single day, the best one being 5,723 meters (18,776 ft.)

A. G. MAYNARD and RUSSELL PORTEOUS have a unique idea which they are developing. They are combining dude ranching with glider flying and will have a "Skyranch." What a vacation idea! Full details and pictures of their Soaring Resort will appear in a forthcoming issue.

PETE SUTHERLAND of the Airhoppers is stationed with a supply squadron attached to the 20th Air Force. This is the B-29 outfit which has been recently raiding Japan. He claims that watching these big bombers come back from a raid is a sight equal only to seeing a dozen or more sailplanes soar over Harris Hill during the National Contest. Come to think of it a B-29 with its high aspect ratio wing and clean fuselage lines, does look like a high performance sailplane.

ALEX DAWYDOFF sends in an item that appeared in the British Press Summary. "There are 78 Air Training Corps gliding sites. Up to April 1944, 178,000 launchings had been made. ATC strength is about 190,000, of whom 163,000 are cadets."

REPUBLIC AVIATION the home of the Thunderbolt harbors a glider club. These enthusiasts for flight without power have infiltrated the entire plant of one of the mightiest of fighters. (Not a paid ad). Alfred Marchev, President of Republic Aviation and a former Director of the Soaring Society of America is Honorary President of the Republic Soaring Society.

The Republic Soaring Society held its first formal meeting in September. Al Dickman, President conducted the meeting and gave a summary of the club's activities to date, which impressed such visitors as Alex Dawydoff and Gus Raspet who were to supply part of the program of the evening.

Al Dickman's report was chiefly about the cooperative utility glider design project by the members. The design and construction of the glider has reached about the halfway mark.

This Thunderbolt Glider will be fully described in a future issue of SOARING for we have the word of Ginny Bennis, the secretary, and Al Dickman, who is a man of honor, that SOARING will get an exclusive story.



Artist's conception of how the Thunderbolt Glider will look when completed.

EDITORIAL

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6. We need a national educational program, incorporated into the secondary school systems of our 48 states, which will provide our boys with the tools, materials and competent supervision for the construction and flying of gliders on a safe and sane basis.

We might enlarge the wants and needs of our program, but the above will serve as an outline which, if filled in, will place gliding and soaring in America on a high level of service to our national welfare and national defense.

EVERYONE who has seen the terrible power of the airplane as a weapon of modern warfare realizes that the future security of any nation rests largely in its development of air power. But no nation can afford to maintain a standing fleet of many thousands of airplanes. At least, no nation can base its hope for aerial defense on the development of military airplanes alone. That is why wise Russia had developed glider flying as a sport among hundreds of thousands of her young people of both sexes

prior to the start of the war. She knew, what we all know, that we must popularize flying to the widest possible degree.

Popularizing gliding and soaring will build us a backlog of hundreds of thousands of young pilots ready for quick training in powered flying in a military emergency. But it will also do infinitely more than that. It will develop the interests of those same young people in air ways. It will lead them to think of air problems. It will concentrate the energies, the imaginations and the mental powers of a whole generation of young Americans on the unfolding picture of our air future. From that interest will develop the popular air vehicles and their mass employment, if it is to come at all, which will literally "Air Condition" the whole nation. From such a background will come the new development in design construction and operation which will give American "Clipper Planes" unquestionable world leadership. And with such a foundation for our military air effort we may feel some measure of security for our future national defense.

*Charles F. McReynolds,
Major, Air Corps.*