

News FROM Clubs AND Members

INTERNATIONAL RECORD

Naomi Allen claimed a new International Glider Altitude Record for women. Taking off from Twenty-nine Palms, Calif., she climbed to 10,400 ft. above point of release, reaching an altitude of 14,400 ft. above sea level. The flight was officially witnessed by an SSA Observer. Naomi Allen is a British citizen.

DETROIT NEWS

Oct. 29th
The Detroit Glider Council has been very active. A week ago last Sunday the Council held its first post-war get together at Wings Airport. All the old hands were there, such as Chuck Kohls, Lyle Maxey, R. E. Franklin, Dr. Svekosky, Johnny Serafin and Elmer Zoak. There were many others.

Out of a possible seven ships, five showed up for the meet. There were two TG-2's, one 2-22, one rebuilt Franklin and one L-K from Lawrence Tech.

We employed the usual techniques for launching, i. e., by winch and airplane tow. The winch is the old Meeker type of pre-war days that has been fixed up to serve us until we can get a more powerful one. It is surprising what the present "Model A" engine will do.

Two weeks ago, Chuck Kohls was winched to 1,100 ft. in my TG-2. He was alone, of course. It is nothing to get 900 ft.

To date, we haven't tried to winch-tow the L-K's and we probably won't on this winch. But I do believe that a more powerful winch, say a 100 h.p. job, would make it safe enough to try. These slick sailplanes require a winch that can wind up fast enough to keep them from stalling.

Because of the weather, the meet was not a complete success. The day was perfect, but the thermals were weak. Dallas Wise managed to stay up for almost an hour but it was hard work. The rest of us made numerous attempts to match him, but only succeeded in making those humiliating practice hops.

Everytime the gliders are out we can always bank on gathering a large crowd of spectators. At times this proves to be a hindrance to our operations, since the curiosity of the onlookers brings them out on the field and under our feet. I believe, though, that with a little promotion it would be possible to form a glider school here that could at least make its own expenses.

Burnham Nelson

NEW N. Y. SITE

Have secured permission to operate at New Hackensack, N. Y. Field has 3500/4500 ft. runways, paved. Started off with a bang on Labor Day: auto tow to 800 ft., two hrs. and five min., 5000 ft. Manager quite impressed, but not fully convinced that planes and gliders can be flown simultaneously without friction. Am trying to prove that it can be done, so that others may be allowed to share the privilege. Louis B. Feierabend, 150 Old Middletown Rd., Pearl River, N. Y.

Allen L. Terwilliager

After a long respiratory illness, Allen L. Terwilliager passed away September 15, 1947, in the Veteran's hospital, Dearborn, Michigan.

Twilly was well known in glider circles in Detroit and participated in much of the activity along Lake Michigan's sand dunes.

In June, 1941, he entered the service as a glider pilot and served overseas for 26 months. He attained the rank of first lieutenant and was discharged from active duty in July, 1945.

He leaves a wife, Lois, and two little daughters, Nancy Lee and Lorraine Gail, as well as his parents and four brothers and four sisters. His passing will be mourned by all who had the good fortune to know him.

NEW CANADIAN CLUB

Early in June a new gliding club was formed in Medicine Hat, and is known as the Medicine Hat Soaring Association. At the first meeting the committee elected were: Mr. W. McWilliams, president; Mr. R. McGurrie, vice-president; Miss L. Lund, secretary; Miss E. Anderson, treasurer; Mr. M. Murray, publicity. A Schweizer TG-3A, two place sailplane has been purchased from Denver, Colorado, and many good flights have already been made using car-launching.

Mr. N. Bruce is the gliding instructor. He recently returned from England where he held the post of Deputy Chief Gliding Instructor at the N. E. 25 Gliding School during the war, and was formerly employed by the well known Slingsby Sailplanes in Yorkshire.

This is the third gliding club to be formed in Medicine Hat and the first glider was built here in 1922. In 1934 an all women's club was formed and its success was creditable.

Due to the ideal thermal activity consistent around the "Hat" it will be hoped the TG-3A will prove a good performer.

NEWS FROM DALLAS, TEXAS

Bob Thomas and Wally Wiberg are operating their Glider School at Highland Park Airport. They have two L-Ks and two Schweitzer TG-2s for flight equipment. Aside from the Glider School Bob flies for Lincoln Airlines.

Bob and Wally also have been staging glider shows in Gainesville, Denton and Dallas, Texas.

POINTS EARNED IN N. E. CONTEST

Name	Address	Points	Glider
Taylor M. Boyer	Wilmington, Del	45	TG-2
Howard E. Burr,	Elmira, N.Y.	45	TG-3
Richard J. Comey	Weston, Mass.	29	1-21
William Dolger	Forest Hills, N.Y.	7	TG-4
William E. Frutchy	Elmira, N.Y.	66	TG-4
D. W. Miller	Millersburg, Pa.	15	Pratt-Reed
Eugene P. Miller	Detroit, Mich.	21	TG-4
William F. Placek	Concord, N. H.	24	TG-4
Don Pollard	Roanoke, Va.	477	Air 100
Jack P. Perine	Washington, D.C.	98	TG-4
Stanley Smith	Tonawanda, N.Y.	125	XS-2
Clarence See, Jr.	Baldwinsville, N.Y.	133	Orlik
Allen H. VanName	St. Albans, N.Y.	19	TG-3
Maurice L. Waters, Jr.	Corning, N.Y.	55	TG-4
Hans Weichsel	Williamsville, N.Y.	5	TG-2
Hugh Wheeler	Horseheads, N.Y.	31½	Pratt-Reed
Frank Hurtt	Horseheads, N.Y.	41	2-22
O. L. Creighton	Elmira, N.Y.	63	Wolfe
Roscoe Christman	Trumbauersville, Pa.	17	TG-2