



## AIRHOPPER LOG

By Alexis Dawydoff

After spending a year in various clinics, our Franklin has been pronounced strong enough to withstand punishment meted out to it by student members. It was hauled out to Wurtsboro and in the absence of our regular test pilots, Jack Brookhard and Emil Lehecka, Steve Bennis took upon himself the task of test flying it. After a few gingerly attempts, Steve decided that he was satisfied with its characteristics; so releasing at 700 feet altitude from the winch operated by the author of these lines, test pilot Bennis flew toward the ridge wafted by gentle though frigid Nor-Wester, utilizing the ascending slopes, currents and occasional thermals which, contrary to all euidite meteorological expoundings were forming despite of a complete overcast, he remained in the air two hours and forty-five minutes reaching a maximum altitude of 2,300 feet. The same day, which was November 11th (Armistice??), Teddy Pfeiffer took his trusty Stevens Franklin "7 up" to 4,000 feet—staying up for over three hours. Both fellows were thoroughly frozen upon landing and had to be thawed out by gentle rubbing and internal applications of hot drinks.

Sunday, November 16th, Wurtsboro was teeming with activity. The Hudson Valley Glider Club boys turned out in full force with their Schweizer Utility, "The Flying Cruller." Jack Brookhard and Allen Van Name clanked out with the two-place. Ted Pfeiffer and Pete Sutherland dragged the "7 up" out of its shed. And the rest of us put our Franklin together.

It was extremely windy—35 miles per hour with gusts. Jack Brookhard reported, after his flight of an hour, that he had to fly the two-place at better than 70 miles an hour into the wind in order to make headway. Nevertheless, all four gliders were launched and bounced merrily in the turbulent air. The high wind caught Ted Pfeiffer napping and drifted him away beyond the ridge into a 30 feet per second down draft which deposited him not too gently, though unharmed, into a farm. Steve Bennis took the club's Franklin for an hour and a half ride to 4,000 feet. Ted Pfeiffer having returned from his unintentional cross country jaunt, took it up for twenty-five minutes although, we must admit, not without a bit of coaxing. Allen Van Name took Herman Kursawe's daughter, Ruth, for a hop; but the rough air did not agree with her, so after a flight of ten minutes Allen brought the big two-place to a gentle landing.

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This is the first group of Army Officers to be trained at Harris Hill. A tough crowd—but the best in the world. Right to left they are: Major Dent, Capt. M. G. Lee, Lts. Filer, Bower, Breman, and Luke; Jay Buxton, John Robinson, Ray Parker, Parker Leonard.



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The third group of boys to train at Harris Hill are shown above. All swell guys and we hope they continue to come as good to 29 Palms. They are, top row, reading left to right: Lt. Edney, Lt. Kelley, Lt. Mosher, Lt. Beth, Lt. Leutke, Lt. Surowiec. Bottom row, left to right: Parker Leonard, Ray Parker, our biggest help at H. H. Betty Roth (now at Ann Arbor if you boys are interested), John Robinson, and Bill Putnam.

## Soaring

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