

CLUB NEWS

BERTHA M. RYAN, *Editor*

The second column of the "Club News" series must start with some additions and a correction to one of our comments in the last issue. We received a very interesting note from Earl Southee of Pennsylvania giving more details on the naming of Harris Hill at Elmira: "Henry 'Hank' Harris of the MIT Glider Club (AES) met death at the old American Airlines Airport located in the valley between Big Flats and Horseheads.

"A really old Hudson had been improvised as a tow car; the wheels of the car were of the artillery type (wood spokes). 'Hank' was checking out potential competitors for places on an 'MIT' team, prior to contest. Time early morning - heavy dew plus heavy grass - tow car had used up available runway - 'Hank' turned sharply to avoid hedge row - left rear wheel collapsed - car overturned pinning 'Hank' beneath.

"Writer (Earl Southee) had known, and worked with, 'Hank' and took the liberty of having a sign painted, and erected, reading Harris Hill. Sign was placed on Rhodes Farm barn. No thought was given permanence of named hill but public usage is a powerful factor and so 'Hank's' monument really is with us for all time."

More news of the northeast: The New England Soaring Association President, Hal Hobkirk, also became the New England Soaring Champ at the recent Labor Day competition at Hiller Airport, Massachusetts. His wife Julie has been sponsor of a move for the NESAs to get their own training glider - a 2-22. Soaring in New England seems to be growing and we wish them good luck in plans for obtaining a training glider.

Still in the northeast, an SSA Chapter, the Philadelphia Glider Council, has a good safety arrangement with a near by Naval Air Station (Willow Grove). When flying begins at the Gliderport, they call the Naval Operations Office and the jets alter their take-off pattern to keep well to the west of the gliders. The gliders in return keep to the north and east of the field for their local flying. With so many current complaints of air space re-

strictions, it is good to see one club handling the problem successfully.

Incidentally, we received a list of the Pennsylvania State Soaring records. Some of the interesting single-place records are distance, 130 miles, by Larry Gehrelein; goal, 65 miles, by John E. Jednacek, and goal & return, 46 miles, by Alan H. Schmid.

The Wurtsboro, New York, Group's Annual Lobster Dinner consisted of steak this year. Seems 64 people were expected for dinner and the afternoon of the dinner it was discovered no lobsters were available. But members of the Metropolitan Airhoppers Soaring Association were able to talk one of the town's butchers into finding 25 lbs. of steak for them thereby leaving the population of Wurtsboro "steakless." Anyone who has attended any of the MASA dinners knows how good the dinner must have been.

Also in New York State but out on Long Island, a new soaring capital is taking form: Edwards Airport, Bayport, L. I., seems destined to become the Soaring Capital of Long Island. Now based there are four gliders with a fifth expected soon and three tow planes. We hope to have more news from this site soon.

Before we leave the East Coast there is one more piece of interesting information: Bob Pfeiff (Lt. R. L., USN), a test pilot at the Naval Air Test Center at Patuxent River, Md. (and owner of a 1-26), reports that there is interest among the test pilots there in the formation of a soaring club. They look eventually toward a permanent Navy sponsored soaring team with an eye to entering competitions on an official basis. We hear some of the members of the club at the Air Force Academy have something similar in mind so we can look forward to some interesting military club competitions at future Nationals.

In the southeast, another SSA Chapter, the Mid-Georgia Soaring Association, has purchased an L-K from Willi Elias of the Dayton Club and have flown it over 50 flights. They hope to own a 2-22 in the not

too distant future. The Club now boasts of having as a member the only woman glider pilot in Middle Georgia: Mrs. Van L. Thaxton. Mrs. Thaxton is married to a flying addict but wasn't interested in flying until sailplanes appeared at the local airport. She recently soloed the L-K after 26 training flights. Her three daughters have also been up in sailplanes flown by their father.

In western New York state, the "Buffalo Courier - Express Pictorial" of last August 17th presented a photo-series of the Rochester Soaring Club featuring their training ship - a TG-3A named Dina Soar. The article was well done and should do quite a bit to develop an appreciation of soaring in that area. (We might argue slightly on one claim - that John Seymour at the age of 16 is the youngest glider pilot in the U.S. It all depends on when his birthday is but we have heard that two Southern California boys may have beaten that claim. Hugh Bikle earned his private license on the afternoon of his 16th birthday last December. And in February, Kenny Briegleb got up at 6 A.M. on his birthday to take his flight test. Both boys had Silver C's at the age of 15 and Hugh now has a Gold C with one diamond. But any way you look at it, 16 is young!)

In the Midwest, a member of the Michigan Soaring Association is making a good attempt at dispelling the belief on the part of many that you must have an aero tow to soar. Chuck Hauke in an L Spatz 55 reached 800 feet above the Big Beaver Airport off a winch tow and then proceeded to 5500 feet and crossed the unguarded Canadian border to land at Brantford, Ontario, Canada. "The distance is approximately 150 miles as the crow flies and 210 miles as the Hauke flies." (Be sure you notice the quotes around that one - we don't want to claim it!)

The Vultures presented another argument for the thriftiness of winch tow when an un-named spent \$1.00 on a weekend for two winch tows and stayed up a total of 11½ hours for a cost of 9¢ per hour. Incidentally, it has been said that the partner of this thrifty pilot is planning to buy his next sailplane alone.

Moving to the far west, we are again this issue impressed by an