



Photo by Doug McCormick

Paul Schweizer congratulating Gordon Hicks for winning the Winter barograph with his long 1-26 flight.

"After this second take-off I went about my chores of checking the trailer fittings and hitching it behind the car. Now, with everything in readiness for the retrieve, where was Ted? Oh! up in the 2-22 with a student. Well, I'd just have to wait!

"Meanwhile, what was happening in the 'Mary E'? After take-off at 11:45 A.M., Gordon released at 600 ft. in a 1 meter/sec. thermal that enabled the 'Mary E' to leave Hawkesbury drifting at 20-30 mph and climbing steadily. When 2,000 ft. was finally reached, after some scraping and numerous circle adjustments to stay in the rather broken turbulent thermals, St. Canut drifted by, well on the way to St. Jerome. La Plaine, St. Gerard and L'Anoraie were passed without exceeding 3,000 ft. or 1 meter/sec. achieved climbs.

"South of Pierreville, east of Sorel, thermals were so ragged at all altitudes that the 'Mary E' was forced down to 500 ft. and the end appeared in sight. However, the 1-26 was designed for just this sort of soaring and did not fail. The wind lessened and the thermals became steadier which permitted a climb to 5,000 ft. From St. Perpetue to just east of Plessisville conditions were excellent, 1 and 1½ m/sec. climbs to 5,500 ft. were made.

"Near Ste. Marie on the Chaudiere River the ground became rougher and the thermals were broken up again. The 'Mary E' was forced to pass over 3,000 ft. mountains with as little as 500 ft. to spare. Then followed a series of mountain hops which were carried out by using the turbulent thermals and hill lift found in each valley.

"The country south of Quebec City is quite rough, with snow on the mountain tops well into June. From each mountain top our dauntless pilot was able to spot a sufficient number of suitable landing spots to permit his continued forage into the unknown. Realizing that Gold C distance was behind him, but also that the strong easterly wind and poor soaring conditions in the direction of Quebec City made his declared goal of Beaumont impossible, Gordon decided to press on in the direction of the prevailing wind as far as possible. The forbidding woods of Maine loomed on the horizon, directly downwind, and conditions were deteriorating to the extent that the 'Mary E' was barely clearing the mountain tops. Now each valley seemed destined to be the terminal of this flight. One more mountain, a 2,100-foot obstacle near Ste. Germaine, was scaled and the village of St. Camille lay nestled in the next valley. A landing spot was chosen on the far side of the village about a mile from it beside a dirt road.

"When the aircraft was down to 400 ft. the air became really turbulent, at which point Gordon undoubtedly wished his air-speed indicator was working, but in spite of this handicap the landing, five hours and ten minutes after take-off, was uneventful.

"Now began the long, tedious wait for trailer and retrieve crew. Some soaring pilots are not too familiar with this anticlimatic aspect of cross-country flying because their crews, through some incredible efficiency I have yet to develop, arrive on the scene within minutes of the landing.

"This day I was true to form and arrived at St. Camille on the stroke of midnight. Poor frozen Gordon had been sitting by that aircraft seven hours waiting for us. It's easy to understand why his joy at seeing us was somewhat dampened by the irritation caused by his chilling vigil. Somehow a soaring pilot never quite comprehends the difficulties which could befall and delay his earth-bound retrieve crew.

"The job of de-rigging and loading the sailplane in inky darkness gave us all time to collect our jangled nerves, after which the exhilaration of Gordon's attainment of Gold C distance took hold of us and stayed with us, a warm feeling of mutual achievement, throughout our night-long homeward drive."

DOUG MCCORMICK

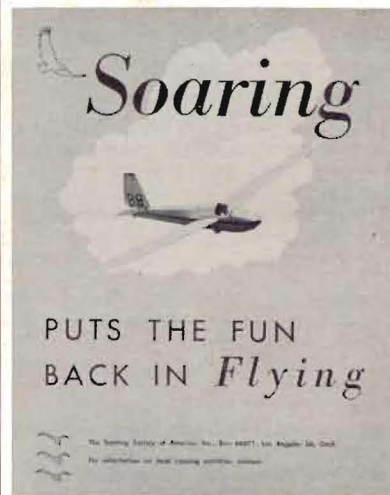
## In Memoriam

A tragic accident on April 7, 1962, took the life of Kon Hanitzsch. Kon was known by his many friends as an enthusiastic, willing worker, whose natural qualities of leadership soon brought him to the top in all his endeavors. Born in Frankenberg, Germany, on January 24, 1930, he graduated from Dresden Technical University in 1955 with the equivalent of a Masters Degree in Engineering. After escaping from East Germany, he spent two years in West Germany as a power plant engineer. In 1958 he came to the United States as an engineer for San Diego Gas and Electric Co. After three years with SDG & E. he took a position with General Atomic, doing research

Konstantin J. Hanitzsch.



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and development on a high-temperature, gas-cooled reactor power plant. He was a registered professional Mechanical Engineer in the State of California, and a research and development Staff Associate at General Atomic. He was a man of many interests, serving a President of the Associated Glider Clubs of Southern Calif. this year, program chairman of the AGCSC, instructor in the AGCSC training program and SSA Membership Subcommittee Chairman for clubs. In addition, he was active in the SDG & E Toastmaster's Club and in his professional engineers' society. Kon held the Silver Soaring Badge, and participated in the SSA-sponsored excursion to Germany during the last World Soaring Championships. It was on this trip that he became engaged to his lovely wife, Ingrid, whom he married in December, 1960. He is survived by his wife, and in Germany, his mother, sister and brother.

Kon's immense drive in everything he undertook carried him to success over many obstacles. In his escape from East Germany, his rapid rise professionally, and his mastery of English in a few years this quality was well shown. He was a man who will not be soon forgotten.

NIKKI DELP