

Photo by S. A. Aldott

Art Milam of Houston, Texas, flying his Bowlus Super Albatross at Odessa. Art has named it "Symphony II," having moved up from a Bowlus Baby Albatross. Only two Supers were ever built; the other is owned by Herman Stiglmeier of Inglewood, Calif.

In Memoriam

A few words in memory of Benjamin H. Cohen. Death came suddenly and unexpectedly to Ben. He was taken from us on Saturday, Dec. 22, 1962, by a heart attack.

We have lost a good friend, and soaring has lost an exceptionally ardent supporter. Over the years, Ben's contributions to the growth of motorless flight in this country have been many and varied.

Back in the early 1930's a small group of men were actively engaged in gliding in the Philadelphia area. Ben was a member of this group and flew with them every weekend. Flights at that time were logged in minutes and seconds, not in hours and minutes as they are today. Flight training was rugged, taking a lot out of men and equipment.

Single-place primaries were used along with auto tow. Ben learned to fly this way and helped others to learn in the same manner.

Flight operations were conducted from many locations. At airport after airport, as the increase of power plane activity threatened to restrict their soaring, the group had to pack up their assortment of two cars, cables, repair equipment and sailplanes and move on to more open areas. Through the years the operation had been at Paoli, Southwest Philadelphia (now Phila. International), Pitcairn (now Willow Grove Naval Air Station), Warrington, Pine Forge and finally at the Philadelphia Glider Port, where it remains today.

During this period the flight equipment was changing also. The Waco that Ben learned to fly in

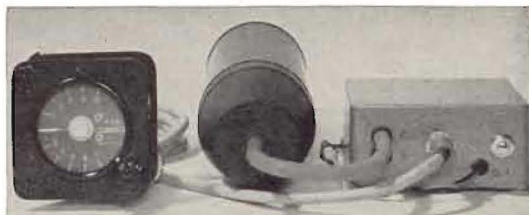
gave way to a Bowlus Baby, then a Franklin (rebuilt from the nameplate up), an L-K, and finally a 1-26 which Ben built himself. He visited Elmira and Texas, and participated in various soaring competitions. He earned his Silver Badge and became very proficient at staying up on almost negligible lift. Serving several terms as an SSA Regional Director (Reg. 2), he met and worked with other SSA representatives at the national level. In addition, he was chairman of SSA's Awards Committee for a number of years. As an enthusiastic supporter of SSA he was one of those who insisted that all PGC members be SSA members, thereby making PGC one of the first 100% SSA member Chapters. Back home he served the Philadelphia Glider Council as Secretary and for many years published the PGC newsletter, the *Release*. When the Council acquired the Glider Port, much work had to be done. Ben was an active contributor. He cleared brush, dragged and mowed runways, and helped build the swimming pool and clubhouse. When this effort was under control, Ben started on a new project. In order to spend more time soaring while remaining close to his family, he built his own cottage at the field. Over the years many SSA visitors and others interested in soaring enjoyed Ben's and Hilda's gracious hospitality.

There are so many things that Ben did in connection with PGC and soaring that it is difficult to be brief. However, it should be noted that it was he who travelled to Georgia after WW II to bring five surplus L-K's back to the Philadelphia area. These ships accounted for a large percentage of the soaring in the region for many years, and three are still based at PGC. Another important contribution of Ben's was his service as a member of the PGC Budget and Finance Committee. His continued level-headed advice, based on years of experience with flying and club operations, contributed importantly in PGC's growth to its present robust stature.

Ben was always active, always cheerful, always working. He possessed an infectious laugh and an eternally optimistic approach to soaring that had a way of generating enthusiasm in people. We have lost a great and good friend.

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