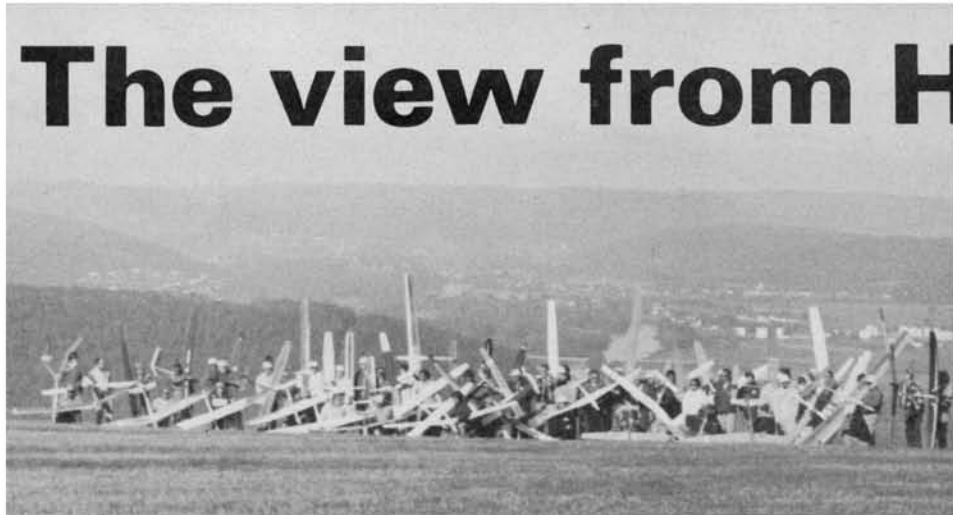


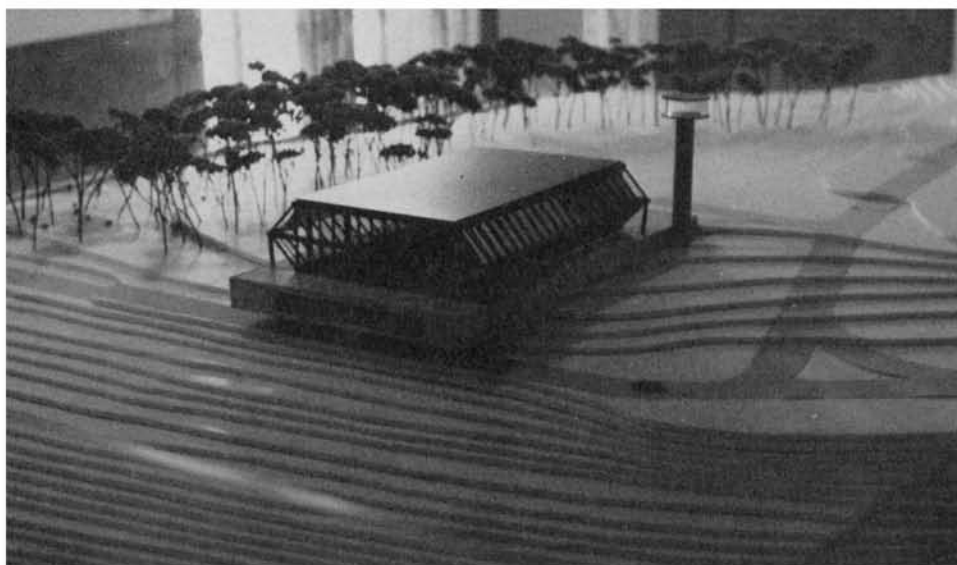
# The view from Harris Hill



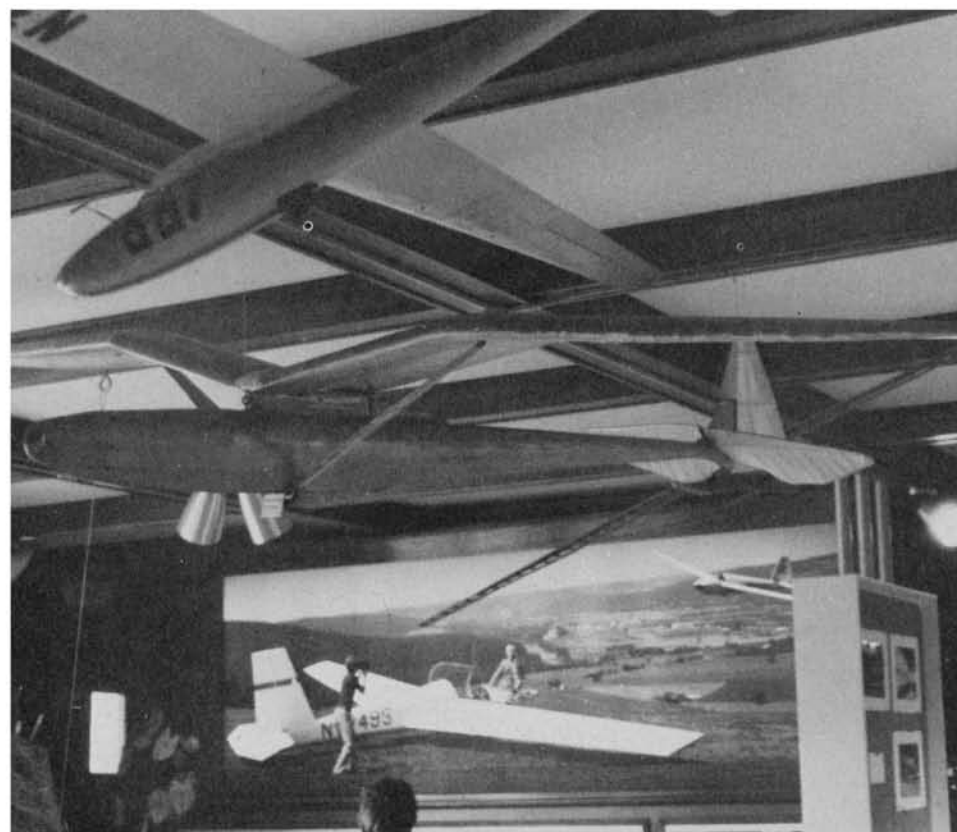
by Robert Crane

LSF 168

The Harris Hill R/C Soaring Invitationals for 1975 had the spirit of competition and the joy of soaring.



The proposed new home for the National Soaring Museum at Harris Hill is being built from donations. The main gallery of the existing museum (below) features some beautiful vintage sailplanes.



**S**aturday Sept. 13: The beauty of the drive up to Harris Hill park is startling, whether you are seeing it for the first time, or you happen to be a veteran of many years of soaring competition at Harris Hill. The one mile ride up hill takes you through the rolling terrain of New York state, where a few trees are already taking on their fall colors. About halfway up you see a wing jutting out of the land, as if it were pointing ahead to the lift. NSM, for National Soaring Museum, is painted in blue on the wing. The museum contains artifacts and assorted memorabilia of the history of soaring since its earliest days and is devoted to the art and science of soaring flight. Schweizer aircraft had donated the cockpit from a 1-26, so that those of us who are land bound pilots can experience an imaginary thermal ride.

Leaving the museum take the right turn up to Harris Hill. This was the first year there wasn't a blanket of fog in the valley. Arriving at the top—the view is breathtaking. This is God's country! It is also a scene of activity. Winches are already set up; campers dot the field and a few sleepy heads are peering out. Doug Munn of Sussex, N.J. my good old flying buddy and I unload our aircraft from the car and walk the field renewing old acquaintances. A pilot's meeting will be held at eight-thirty.

Graham Mosely and the Harris Hill Lift/ Drag club are innovative in their choice of tasks. Today's is "Dealers Choice." Each pilot will fly fifteen minutes within three rounds. He will have sixty seconds after release from the towhook to choose whether he will fly an eight minute, a five minute or a two minute flight. Across the runway a tape is stretched, an imaginary line extending into the sky. When the nose of his sailplane crosses that line or plane, either upwind or down wind, depending on when he calls his gate, his flight time stops. One point per second is awarded up to the designated flight time.

After that, one point per second is deducted from his score. Two fifty foot diameter landing circles are outlined on the field, with the center designated by a red square of cloth. If the pilot lands dead center, with the nose of his sailplane, there is an award of 25 points. One point is deducted from the landing score for every foot he is away from the center. Example: eighteen feet from dead center would be seven landing points. One class competi-



Chuck Cross of Worcester, Mass., launches his "Maestro" (above) and Bart Baughman of York, Pa., (right) gave a mighty heave to his Hobie.



tion, a seven to twelve mph north wind, and winch launches only. The ninety-one pilots entered are divided into ten flying groups, according to frequency.

Eighty per cent of the pilots are trying for their 8 minute flight on round one. Sky conditions are going from a light overcast with occasional sunshine to a moderately overcast sky. The wind velocity is picking up a little and so is the lift.

11:10 am: A squall line is spotted approaching from the north west approximately two to three miles out. Graham Mosely, the CD, calls a momentary halt to the flight operations to let the storm pass and all pilots and their sailplanes head for the hall. Did you ever see ninety-one sailplanes and pilots and assorted helpers in a room big enough for fifty? I did.

Later round two is resumed, although the prevailing conditions are now far from pleasant. A moderate twelve to fifteen mph wind condition, with an occasional strong gust; a threatening, darkening, sky with billowing cumulus clouds; and a dropping temperature. And still they fly. Landings are considerably harder because of the surface wind. Spoilers are the order of the day and every pilot who has them uses them. The "Aquila" is es-

pecially graceful to watch on landing; moving out on the downwind leg and deploying the spoilers on final. The lift is fantastic. It is so strong that a "Hobie Hawk" is lost to the elements. It is drifting downwind from the left side of the slope to the right. The pilot either cannot penetrate the wind or he has lost radio contact. That answer, we will never know and the last anyone sees of the "Hobie," is its being sucked up into a thunder cloud.

The Aquila, Grand Esprit, Hobie Hawks and Windfrees are well represented. Maestro's, Cumulus, Cirrus and numerous originals dot the horizon. The results of Saturday's flying competition are as follows: Maximum points that could be earned was 975.

PILOT	TOTAL PTS.	SAILPLANE	DESIGN BY
1. K. Hazen	953	Challenger	Heithhecker
2. G. Zeigenfuse	948	Aquila	Airtronics
3. D. Sagemuehl	928	Windrifter	Craft-Air
4. C. Clark	927		
5. R. Nadolny	923		
6. D. Goughnour	922		
7. D. Steeb	921		
8. G. Nickey	919		
9. G. Rifkin	918		
10. D. Burt	916		
11. S. Schow	914		
12. A. Preucil	914		

There are awards of etched bell jars on wooden pedestals for those in the top three places. Flyers numbered four to seven are awarded etched plates and eight to twelve are awarded sailplane rides donated by Bev Smith, Pettit Paints (Hobby-poxy), Frank Garcher, Midwest Supply and Ed Theusen. Special Note from Graham Mosely: The bell jars are said to contain lift from Harris Hill, that when discharged at your local flying field will keep your sailplane up for thirty minutes.

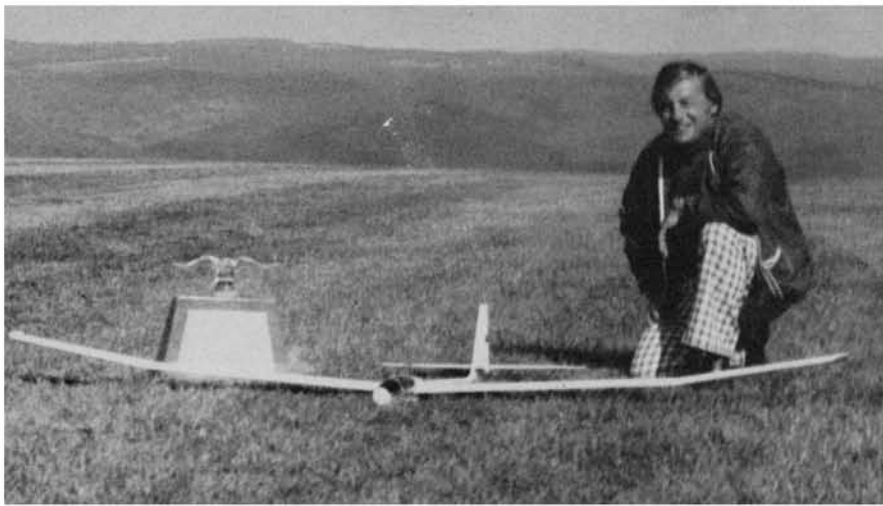
On Saturday evening the annual HHL/D soaring banquet is held. The good food, grog spirited conversation are enjoyed by all. Highlight of the evening is the presentation of the Schweizer Sportsmanship award. The award is a beautiful "Steuben" glass eagle mounted atop a maple base. The brass plate on the base is inscribed with the name of the previous year's recipient. This perpetual award is given each year at the banquet to a member of the Soaring community for his dedication and efforts towards R/C Soaring. Dan Pruss, President of the LSF, S.O.A. R. member, and CD of the Soaring Nationals is the recipient. Our congratulations to Dan from all fellow Sailplane pilots.

Sunday Sept. 14, 1975: "Blue sky, sun-



Paul Weigand of Rochester, N.Y., flew his 16-foot span 2000-squares "Lamreht 2000" (above) with 9¼ lbs. Don Clark, a founder of ECSS, and Sean Crane pose with a "Kurwi" (right).





The Schweizer Sportsmanship Award was presented at Saturday night's banquet to Dan Pruss, President of LSF and one of the hobby's most energetic promoters. This perpetual award is his for a year.

1. C. Clark	1849	Olympic 99	Airtronics
2. D. Holley	1848	Maestro	Dodgson
3. B. Johnson	1847	"Bee Jay"	Original
4. D. Goughnour	1844		
5. R. Jones	1839		
6. G. Shelkey	1838		
7. K. Hazen	1836		
8. C. McKinley	1830		
9. M. Remorenko	1829		
10. D. Beltz	1829		
11. B. Hand	1827		
12. G. Ziegenfuss	1826		
13. J. Stargel	1824		
14. A. Preucil	1823		
15. D. Lear	1820		

The top three fliers are awarded the etched bell jars; places four to seven given the etched plates and fliers seven to fifteen are awarded sailplane rides donated by the same people as on Saturday.

One of the highlights of the afternoon is Paul Weigand of Rochester, N.Y. RCCR club, slope soaring his "Lamreht 2000," sixteen foot span, two thousand square inches of lifting surface. After pumping his arm up for ten minutes to lift the nine and one quarter pounds sailplane (complete with V-tail and spoilers) Paul's plane is heaved off the slope. The sight is like a duck taking off on his migration. Up it goes penetrating out over the valley. At times it is hard to discern which is the full size Schweizer and which was the "Lamreht 2000." A beautiful sailplane in a perfect sky.

So ends a perfect weekend for another year. All are now fresh with memories of these two days, and hatching plans for next year. "What ship will I bring," and "How will I fly Harris Hill?" Our thanks to Graham Mosley, Ernie Heyworth, and all the members and their wives of HHL/D for a fine soaring weekend.

shine, ten to twelve mph north wind, and plentiful slope lift" is the forecast for Sunday's competition. And a great soaring day it is! Our CD for Sunday is Ernie Heyworth, and the task chosen is a ten minute slope duration and spot landing. The time for the ten minute duration begins when the plane is released from the pilots hand and stops when the ship rests on the ground. Landing points are awarded the same as on Saturday. The competitive spirit is running high and everyone is getting in his ten minute flight. Landings are a little shaky because the zones are set up to the face of the hill.

What a beautiful sight to see—12 sail-

planes being tossed off the slope into the Chemung River Valley some seventeen hundred fifty feet below, rising up as if on an invisible thermal elevator. The sailplanes float high above the valley; sometimes side by side with the hawks, all seemingly at home among the elements. The "Hobie Hawks" are like dragonflies—zipping, darting, looping and rolling over the slope. By far the Hobies are the most acrobatic sailplanes on the slope. The only casualty on Sunday is a mid-air collision. Seventy-nine contestants are entered, with the maximum points that could be earned totaling 1875. The final standings are as follows:



The top fliers from Sunday's competition were (left, l to r) C. Clark, D. Holley and B. Johnson. CD Heyworth towers above the crowd (above) as the Sunday activities are about to begin. That's quite a collection.



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