



Hans Groenhoff chatted with Ralph Barnaby.



P.G.C. members had no time to pose for pictures.

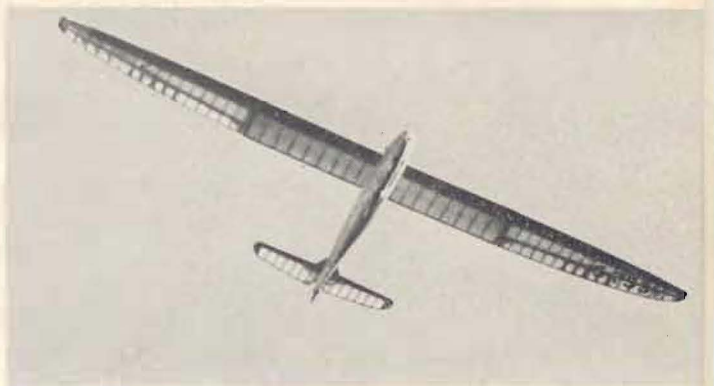
gliderport

extensions of the Gliderport. The only building on the property is a hangar 40 feet by 60 feet.

It is believed that the Philadelphia Glider Council is the first glider group to purchase an airport for its operation and they hope thereby to set a good example to other clubs. It is the intention of the Philadelphia Glider Council to operate the field as a glider base, with power plane operations closely restricted. With the exceptions of tow-planes and planes used by glider pilots in getting to and from the port, no power planes will be permitted to land. Official CAA designation has been obtained, and the Pennsylvania State Aeronautics Commission has issued a state license. The next few years should see marked development and steadily increasing flight activity.

The gathering marked the official opening of the Philadelphia Gliderport destined to become the center of motorless flight activity in the Philadelphia area. In spite of the difficulties of war time travel, and the scarcity of

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The Chanute was flown by



Roscoe Christman

Yes, this is the hangar.



Pictures by
Emil Lehecha
Wes Hammond
Art Schultz



proudly displayed his
facility.

Wes Hammond, Libby Schrack and Vic Saudek oblige with some comedy.