State bill would restrict colleges to local banks

By Liu Swoer

A bill recently before the Committee on Banks and Banking in the State House of Representatives would require all colleges to do 75 percent of their banking in the community where they are located or lose their tax exemptions.

Representative Michael J. Lombardi (D-Cambridge), originator of the bill, House Bill 4454, said, "I support this bill because it will allow the Cambridge banking community to increase its mortgage portfolios for reinvestment into the community of which we are all part. Aiding home owners seeking mortgages would keep this tax-exempt money in the community."

Aberall does not know if the bill will pass. Harvard does use community banks for their receiving and disbursement accounts. He commented, "It seems a little unanticipated as to what banking we are interested for a major institution like us to think it's a great idea." He thinks the bill's needs are unrealistic.

Al LaRosa, Rep. Lombardi's administrative assistant, thinks the local banks would be able to meet the needs of the universities. Although the Cambridge City Council unanimously endorsed the bill, LaRosa indicated that because of the question of community the Committee on Banks and Banking might react unfavorably to it.

The Committee will announce its decision on the bill sometime in the near future.

Feature

Soaring with head in clouds

By My Trees

"Tighten the lower bolts first, then the shoulder straps," instructed Ira Blieden of the MIT Soaring Association (MTISA). As I climbed into the second seat of the Schweizer 2-33, a two-seat training glider, and strapped myself in, I closed and locked the canopy while Blieden checked and set the controls of the glider. The two plane started down the runway, and within moments we were airborne.

MTISA is the largest of the few college gliding clubs in the United States. MTISA owns five gliders and is building a sixth. In addition, some of its members have their own gliders. The soaring association's flying operations are based at the Manfield, Massachusetts airport near Boston.

There are about seventeen members in MTISA - roughly thirty students, movie alums, and the rest members of the MIT community. Among them, six MTISA members are Federal Aviation Administration (FAA) certified flight instructors, several pilot certified, for powered aircraft, and one FAA certified glider maintenance inspector.

The association teaches members how to fly. It takes twelve to thirty lessons, or about six months, before one is allowed to fly solo, and another twelve solo flights before the FAA will license one as a glider pilot. The entire process generally takes a year for a rank beginner to earn an FAA pilot's license. Most MTISA members become FAA licensed glider pilots.

This time the glider moved near the wake of the two plane, we experienced a great deal of turbulence. We reached 3,000 feet, I released the tow rope, we turned right and pulled up a little.

The only sound now was the wind whispering in the glider. Except for a few seagulls, there was nothing near us. No motor, no power, just two people in a 600-pound contraption of fabric, wood, and their minds - 3,000 feet in the air. The stripped indicated we were going fifty miles per hour, but to my relief it was not much. I looked out straight down.

"Do a left turn," suggested Blieden. I looked around, checked on traffic, then pulled the control stick left and back, while pressing the left rudder pedal. The horizon rotated 45 degrees clockwise, and we weeled off on a new heading. Blieden performed the landing approach. The glider suddenly tipped to the right and we went down the last 500 feet in three or four seconds. Then the glider straightened out, and we landed hard.

Although it is expensive to be a member of MTISA - less than $100 for some maintenance charges - it is still much less expensive than gliding without group support. The MTISA members owning powered aircraft tow the gliders, while other perform maintenance on them. These members then either loan a glider to participate in regional, and sometimes national, sailplane races.

Flights are made on a "Duty Officers," when the day's flight, logistics, and weather forecast, operations take place each Saturday, and only snow, rain, or heavy winds will close them.

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Errata

The Technics wishes to apologize for an inaccurate report on the front page of the April 25 issue. The article incorrectly stated that Mike Gerardi '71 was involved in an incident involving the throwing of a pie in Undergraduate Association President Chuck Markham's face. Witnesses have verified that Gerardi was not present at the time. The Technics regrets the error.

Bostons's sports scene was busy last week, with the Bruins, the Celtics, the Red Sox, and the Marathon providing plenty to talk about.

A standout in next year's varsity sports schedule is possible due to the internal participation planned for Next House residents. This is a first in a look at the funding of MTISPs.


A shutdown in next year's varsity sports schedule is possible due to the internal participation planned for Next House residents. This is a first in a look at the funding of MTISPs. Page 16.