



The "Mint Julep"



Helen Montgomery breaks the women's duration record *Detroit News Photo*

of the fine spirit of helpful comradeship and good sportsmanship which prevailed throughout the meet.

With everything pretty well cleared up and under control, I skipped my duties for a bit and took off in the ABC at 6:32, shortly after the wind had picked up to about 30-35 m.p.h. Edging into it, I held on and literally crawled along for about two miles at 400 ft. Then, lifting the nose until the airspeed slowed to 27, I had the new experience of crabbing *backwards* for over two miles. Arriving over the end of the bluff at Elberta, I wheeled about and shot across the harbor to a small, wooded bluff overlooking Frankfort, and found no difficulty in maintaining 1000 ft. altitude anywhere over the town. Finally, getting a bit cold as the sun sank into Lake Michigan, I came in and landed just short of the breakwater on the Frankfort beach. Johnny Nowak kept the beach clear with a red flag. On checking my time at 57 min., he heaped coals of fire on my head for not going over an hour to count for ship's points.

Highlight of the afternoon was a beautiful aerobatic flight by Peter Riedel in the Kranich. He airplane towed over the dunes at the edge of the Lake and, after releasing, kept the spectators and many of us more than entertained by a series of extremely graceful loops and wingovers before silently sailing back to the airport. Perhaps, more than anyone else, he helped to put our story across to the public and, as he came up on his own as a non-competitor, we were doubly appreciative.

MONDAY, AUGUST 29th

This day saw the inauguration of still another take-off site, the Benson Farm, about a mile and a half south of Frankfort. It is a rectangular field, approximately 1600 x 500 ft., leading gradually uphill to the edge of the 200 ft. bluff, overlooking the lake and facing west. With the winch set at the uphill end, the ships got off and climbed easily, and things looked fine for a full day of soaring, until

the wind shifted and upset our plans. Harley Hedderly, off first in the Cadet, stayed up 1 hr. 34 min., before squeezing back in so close that he bumped a fence post and did some minor damage. Jenrick, of M.I.T., didn't fare so well and was soon forced down, landing in the lake and cracking a spar in the Franklin. Elmer Zook and Stan Corcoran, continuing their consistent flying, did 1 hr. 18 min. and 1 hr. 2 min., before giving up with altitude to spare and landing back in the field.

The rest of the flying, until the wind shifted too far NW and made flying dangerous because of turbulent downdrafts, consisted largely of short flights with forced landings on the beach by Randy Chapman, Warren Merboth, Scott Royce and Helen Montgomery. Helen had the best duration of these, with 34 min. George Hall, in the Mead, and Ernie Schweizer, in his boom tail model, made some license qualifying flights.

Activities moved to the Frankfort Airport after lunch, when the wind died. Webb made four flights in Eugene Ardel's Grunau Baby from Denver, and Peter Riedel made two airplane tow passenger flights in the Kranich. On the second, he flew Mr. Lou Huck, local summer resident from Detroit, who helped us prepare for the meet by flying us in his Waco cabin over the beaches, spotting entrances to use and driftwood to remove.

TUESDAY, AUGUST 30th

A "dud" day, so far as soaring was concerned, so we set up at the airport for winch and airplane towing. It was decided by the Contest Committee that any flights made by the latter means would not count in the Contest, as few pilots or ships were qualified to do airplane towing, and, besides, Randy Chapman, as our one towplane pilot, was anxious to do some soaring as a contestant himself. Stan Corcoran was first off behind the Bird for his initial experience at airplane towing. As could have been expected, he did a fine job of it, and landed his Cinema 26 min. after cutting loose at about 3000 ft. Other airplane tows were made by Warren Merboth, in his Albatross; Joe Steinhauer, in his Wolf; and Peter Riedel, in the Kranich. Peter had to leave us after this to join Hanna Reitsch at Cleveland. We were all more than sorry to see him go, particularly without his having had a chance to do some cross-country soaring. Also departing for Cleveland was Ted Bellak, to take part in the triple sailplane exhibition.

There were a total of 43 winch launchings made by Stan Smith, Scott Royce, Dallas Wise, Loyal Judson, Bob Eikenberry, Lawrence Ely, Helen Montgomery, Ted Bellak, Stan Corcoran, Galen Asher, Clem Luebker, Jack O'Meara, George Hall, Charles Mainland, Bob Buell, Ernie Schweizer, Webb Moore, and Randy Chapman. Best duration was 11 min. 30 sec., on a skillful flight by Jack O'Meara. A spot landing competition showed some of the boys badly out of practice, but the winners of the \$10 first prize and \$5 second prize, Lawrence Ely and Bob Sparling, turned in a fine performance. Lawrence actually stopped with the wheel of his ship directly on the white cloth marker, and Bob came to rest seven feet away.

That night we were treated to a Fish Bake at the High School Auditorium. The lake trout was roasted over griddles and brought in piping hot—a real feast, not to be forgotten.

WEDNESDAY, AUGUST 31st

This is one day I shall never forget, not so much because it began for me at 5:30 a.m. and did not end until 24 hours later, but because it marked a real milestone in contest performances. I made the first test flight from the Elberta Beach in the ABC, in a wind swinging rapidly clockwise from SW to NW. Fifteen minutes of turbulent struggle made me decide against any contest flying here. Unfortunately, Bob Sparling did not wait until I had landed with my verdict, and flew rapidly off downwind too far out to catch the uncertain lift, and landed on a rough stretch of beach, half in the water, which didn't do the L.I.T. utility wingtip any good and put the ship out of the running.