

The wind gradually came around to the north so, after lunch, we drove the five miles to Crystal Downs and set up on the beach. The first ship off was the Cadet, at 2:37 p.m., flown by Dick Randolph. His was also the last ship down and, when he landed, a remarkable total of 63 hr. with 4 new "C" pilots had been run up. With the Meeker brothers and their winch now working at peak efficiency, take-offs were at five minute intervals. Second off, at 2:42, was Elmer Zook, who did not land until dusk, after putting in 4 hr. 55 min. and attaining an altitude of 1550 ft. Dallas Wise landed after what he checked as 4 hr. 57 min., but was later informed to his great delight by Vic Saudek that his barograph registered 5 hr. 1 min., for one leg of his Silver C. Helen Montgomery went 5 min. longer in the XYZ Franklin, which she flew to a fine altitude of 1100 ft. Jack O'Meara and Stan Corcoran reached the best altitude of the day, 2000 ft., which represented this height clear above the low 180 ft. dune. Their durations were 4 hr. 30 min. and 2 hr. 10 min. Stan distinguished himself and won extra points for the meet by pioneering the first cross-country flight inland, crossing Crystal Lake and landing 8 miles to the south. Ranking next in the all important altitude for the Points Award were Randy Chapman, in the ABC, with 1900 ft. on a 3 hr. 58 min. flight, and Harland MacHenry, in his beautiful Stevens-Franklin, with 3 hr. 2 min. Also counting for altitude were flights by Bob Eikenberry, Ben Badenoch and Stan Smith. Stan did yoeman duty by carrying, in his two-place, some distinguished visitors, among them Congressman Albert H. Engel, who came down, very enthusiastic, after 35 minutes.

"C" licenses were won by Galen Asher, George Hall, and Loyal Judson, of the Gage Park Glider Club, who did a fine job with their wire-braced, converted Mead. All three stayed up over half an hour, so won sufficient extra points to count in the awards. Two more "C's" were made by Webb Moore, in the Grunau Baby, which was forced down on the golf course when he flew too far back from the ridge after two hours aloft, and Bob Buell, who established something of a precedent, by carrying a passenger in the Gross on a 33 min. flight. Others to soar were Fred Brunton, 4 hr. 44 min.; Ely, 1 hr. 39 min. and 1 hr. 6 min.; Joe Steinhauser, 3 hr. 8 min., with 1505 ft., and Scott Royce, 2 hr. 21 min. At one time, there were 16 ships in the air, each faced into the wind and holding more or less one position, due to the wind velocity. It was a grand sight—the most beautiful soaring picture many of us ever had seen!

With dusk falling and the ships coming in, our work did not end, as one ghostly glider remained in the air. It was Dick Randolph, out to break the endurance record. With many willing helpers, we kept a line of twelve fires and flares marking the beach, and a pair of floodlights plugged into Mrs. Dow's house at the north end of the beach. It was a black night, with frequent overcast blotting out the faint stars, so sometimes an hour would pass without a glimpse of the darker blurr, moving silently overhead.

The wind kept shifting gradually to the NE and, at quarter to three in the morning, we heard a shout, quite close, "I'm coming down", and then we saw him whisk by downwind, scarcely forty feet overhead. It was sometime before our balloon-wheeled retrieving car found him where he landed downwind, far beyond the lights amidst tumbled stumps, driftwood and bumpy dunes. By a miracle, the ship missed them all and came to rest peacefully between two dunes, a wingtip on each. Dick's duration of 12 hr. 8 min. was well past the halfway mark of the record and established a new record for Michigan and the meet. For his pioneering effort and careful planning he was awarded 15 extra points, the most given any pilot for extraordinary performances in the Contest.

THURSDAY, SEPTEMBER 1st

There were some of us who were just as glad that this morning was devoid of soaring weather. Those that weren't up all night, because of Dick's flight, had been at the National Glider Ball at Paradise Inn. When enough pilots straggled into headquarters for a meeting, we decided to



Top to bottom: Sleeping Bear Dune, 20 miles distant; Crystal Downs; Crystal Lake; Frankfort (Arrow shows contest Headquarters.)

go to the airport for another afternoon of winch towing. Starting at two o'clock, we put in a total of 40 flights. I had the opportunity to fly some new ships: the Schweizer, the Universal two-seater and the Grunau Baby. In the latter ship, with which I immediately fell in love, I was able to catch some weak thermals and work my way up to 2600 ft. altitude on a 26 min. flight. I could have gone on cross country as I was nearing the cumulus clouds with ever stronger lift, but decided I had to get back on the job. This flight proved that thermal soaring is possible at Frankfort, so we now know that all types of soaring can be done here.

FRIDAY, SEPTEMBER 2nd

Another airport day, using both the Meeker and Purdue winches. A total of 31 flights, including the airplane tow of the Albatross. The only mishap was Art Rahn, cracking the nose of his Westpreussen on a bad landing. Webb Moore carried off the day's honors with a thermal soaring flight of 11 minutes.

SATURDAY, SEPTEMBER 3rd

Another 68 hours of soaring! This time, we finally had a west wind and flew for the first time off the Frankfort Beach, directly in front of the town and not two hundred yards from our headquarters. Hedderly was first off, in the Cadet, at 6:38 a.m., to take a crack at Dick's record. Gaining sufficient altitude, he glided across the gap to the south and played up and down until he was forced down on Benson field, late in the afternoon, after 10 hr. 24 min., with best altitude of 1155 ft.

Second off was the fine 59 min. "C" flight of Lyle Maxey. Then came Elmer Zook, on the first cross-country down the dunes. In 1 hr. 56 min. he covered 20 miles for second best distance of the Contest. Bob Gross and Fred Eade kept the Gross up 2 hr. 35 min. Webb Moore did 3 hr. 40 min. and 10 miles. Emerson Mehlhose, soaring his rebuilt Funk two-seater, carried Helen Montgomery for 2 hr. 16 min. On landing, he misjudged and dipped the wheels into a wave, which tripped the ship on its nose into the water. The waves did some damage before we could pull the ship out. Emerson felt so badly about it that he said we should cancel his "Silver C", and insisted on buying a case of beer for the boys at the "weinie roast" that night!

Joe Steinhauser made two flights—1 hr. 10 min. with 6½ miles, and 1 hr. 59 min. MacHenry covered 5¾ mi., climbed 1095 ft. and stayed up 6 hrs. 19 min., so accumulated points in all three categories while winning a leg of his "Silver C". Johnny Nowak, temporarily relieved from his arduous duties as Equipment Manager, covered 10 miles in a 3 hr. 5 min. flight in the ABC. Al Santilli did 5 hr. 37 min. toward his Silver C. Best distance of the meet was the 24½ miles made by Warren Merboth on a fine flight to Orchard State Park, near Manistee.