

CONTESTS

Third Chicagoland

by Robert F. Blaine

Smiling skies and bracing winds lured six Chicagoland sailplanes into Benton Harbor air to soar for 22½ hours during the two-week-end contest held November 4, 5, and 11, 12. Ever forgiving, old man Weather, who had so often been cursed by disappointed dune pilots at Benton Harbor, spanked the slopes briskly with WNW winds during nearly the whole second week-end.

Two glad new "C" pilots returned to Glen Ellyn — Dave Miller and Harold Krueger, ready to treat the gang because, after gliding for five years while dreaming of soaring, they flew their new Wolf (built by them and Bob Blaine—first built in America) for over seven hours.

There will be a clock mounted on the dashboard of the Gage Park Baby Albatross after this. Loyal Judson, contest duration winner, called from aloft to ask the time—his joints stiff and his fingers numb from the cold. The well-meaning Michigan audience on the dune below called back that it was five o'clock. "Hurrah! my five-hour leg is accomplished!" thought Judson. On landing down at Higman Park, he was met by Joe Steinhäuser, official starter, with the question, "Why didn't you stay up another 25 minutes for the duration leg of your Silver C?" Judson's faith in his admiring audience fell as he realized that Michigan time is an hour ahead of his and the starter's. (Author's note: We believe there should be a big celluloid button for pilots, often chronicled here, who because of time errors, land a few minutes short of their five-hour flight.)

Detroit's Midwest Sailplane took the honors for total time in the air. Graceful, rugged, light in weight, this remarkable little ship carried Johnny Nowak, Elmer Zook, Randy Chapman, Art Schultz, Ted Bellak, and Jack Murphy for a total of 8½ fine hours.

Next greatest total hours were those seven piled up by the Glen Ellyn Wolf. Then came Gage Park's Baby Albatross with its 4½ hours.

Wreaths of honor go to Clem Luebker, contest manager, who, too busy organizing, towing, providing for and assisting the 21 pilots entered in the contest, had time for but an hour's soaring himself.

Greatest distance travelled by ship and pilots to attend was the 300-mile trek by Neenah Glider Club (Dale, Wisconsin) with their fine home-designed-built "Bug." Walter Haufe, Leland Hanselman and Junior Blue unfortunately could not return for the second week-end

when the wind really blew for slope soarers. Likewise, much in evidence during the first week-end were the nine Purdue men, Buell, Caffee, Hilpert, Kane, Atkinson, Lewis, and a crew of three. These men flew the Moore two-place.

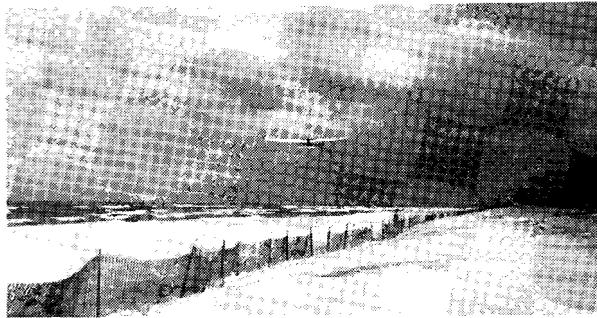
Launching was handled at the beach by Luebker's V-8 with air-wheels, on the airport by Bob Blaine's winch.

Sunday, November 5, saw a full day of airport demonstration flying for the benefit of the public and the promotion of the city's fine airport. Mr. Metzger, airport manager, posted financial assistance in the form of gas and oil for the winch and tow-car.

A fitting climax came as Johnny Nowak took off the last afternoon for a distance flight southward along the dunes. Landing 22 miles nearer home than Benton

Harbor, his crew picked him and the Midwest up at South Haven and headed for Detroit. More than likely this will start a new contest event—"Soar right on home from your contest: save wear and tear on crew and trailer!"

Twenty-one of Chicagoland's pilots, and perhaps twenty-one more will be back at Benton Harbor before another year passes, hoping to be able to *average over an hour's time apiece.*



Take Off at Benton Harbor

Schultz

Summary of the Third Chicagoland Soaring Contest

Benton Harbor, Michigan
November 4th, 5th, and 11th, 12th, 1939

STATISTICS

Date	Ships	Pilots	Total Flights	Total Duration	Best Duration
Nov. 4	3	5	8	0:34	0:17
Nov. 5	6	16	42	1:45	0:06
Nov. 11	3	5	5	2:35	1:25'
Nov. 12	4	9	17	17:43	4:35
Totals			72	22:37	

Best distance 22 miles
 Number of pilots 21
 Number of gliders 6
 C licenses earned (Harold Krueger and Dave Miller of Glenn Ellyn Glider Club).