

sailplane flew thirty-five miles to Pal Waukee Airport, which he had named as his goal. Shelly Charles took the contest in a couple of well-thought out and beautifully executed flights. First, he announced a goal distance and return flight to Chicago Municipal Field, twenty-five miles from Lockport. Finishing this round trip, he took off again—named Kankakee as his goal and landed there in a couple of hours later. Bonus points cinched it for Shelly. Meanwhile we heard the calls come in from Corcoran, who flew to Lafayette, a distance of one hundred and four miles and John Robinson, who flew with Miss Dede Pawley, to Kouts, Indiana, a distance of sixty miles.

Most spectacular event of the day, as far as the grand stand was concerned, was Randy Chapman's magnificent flight in Joe Steinhäuser's Rhonsperber, during which he remained within sight of the field for four hours and five minutes. Randy thrilled the crowd by flying in and out of clouds right above the airport and finally making a landing right in front of the grandstand.

The banquet was held at the Woodruff Hotel in Joliet. Bishop Bernard J. Sheil presided. Nobody who heard Bishop Sheil's magnificent talk will ever forget the charge he made to motorless pilots and their crews in the name of citizenship, sportsmanship, and national defense.

The Lewis School Stinson, as per agreement, picked up Corcoran, Robinson and Miss Pawling and got them back to the banquet in time to receive their trophies.

Unique feature of the 1940 American Open Soaring Contest was the location on the airport of a regularly established aeronautical school.

Lewis School of Aeronautics and Bishop Sheil extended courtesies for which the entire soaring fraternity is grateful. Free accommodations for all pilots and two members of each ship's crew; free hangar space; free airplane tows, and a most remarkable radio communications system through the cooperation of Mr. Earl Kopetsky and Mr. Oliver Reed of *Radio News Magazine*. Radio communications enabled us to have not only two-way contact between winches and take-off sight and communications headquarters, but also a mixed communications system from the speaker microphones to the central radio station out to the world at large over amateur frequencies and pick-ups from the air through powerful public address system furnished by the Radio Corporation of America.

General field manager for the contest was George Dunlap, Barrington, Illinois, a veteran NAA air meet official. Although he was totally unfamiliar with gliding and gliders, he did a fine job and he was well educated on the ways of soaring and gliding by such veterans as John Nowak, who acted as soaring operations field manager and official starter, and Jay Buxton, soaring's most enthusiastic booster, who acted as official time keeper and observer. Jay's itinerary reads like the tale of a gypsy.

Thomas Dickey, official barograph man and chief statistician, was assisted by Walter Setz, who also served as a time keeper and observer. Fred Eade did a splendid job as chief of winch and retrieving operations. He managed to keep both winches going fairly regularly.

Following is the list of prizes.

American Open Champion

Trophy and \$400—*Chicago Tribune*—J. Shelly Charles

Greatest Distance Flown Single Place

Trophy and \$100—*Chicago Times*—Stanley Corcoran

Daily Spot Landing Contest

\$250—American Airlines—See attached list
Greatest number flights with minimum alt. of 2000 feet

Trophy—*Joliet Herald News*—Randy Chapman

Greatest Distance flown to an announced destination

Matched Golf Bag and Clubs—Thos. E. Wilson—S. Corcoran

Club making greatest number of contest flights

Trophy—Chicago Aviation Post American Legion—XYZ, Detroit

Greatest Distance flown with passenger

Elgin Watch—Elgin National Watch Co.—John Robinson

Greatest Club Total Distance

Barograph—CYO—XYZ Club, Detroit

First Pilot to Break an American Record

Trophy—Sears Roebuck & Co.—J. Shelly Charles

Contest Spot Landing Champion

Trophy—Pyle National—Dallas Wise

Greatest Duration with Passenger

Elgin Watch—Elgin National Watch Co.—John Robinson

Greatest Total Distance Flown, Single Place

Trophy—Victor Mazzucco—Stanley Corcoran

Contest Champion Duration within Sight of Airport

Trophy—Stuyvesant Peabody—Randy Chapman

Greatest Altitude Reached with Passenger

Chronograph—Air Associates—John Robinson

Longest Distance and Return

Trophy—Frankfort Sailplane Co.—J. Shelly Charles

Group III Pilot with Best Record

1/2-inch Electric Drill—Independent Pneumatic Tool Co.—R. Porter

Greatest Altitude Attained over Flat Country

Trophy and approximately \$190—Zenith Radio—J. Robinson

Three Zenith Radios, Courtesy Zenith Radio Company:

1. Bob Sparling—Most interesting new sailplane design.

2. Helen Montgomery—for setting an American Women's distance record.

3. Wisconsin Glider Club—for showing the best sportsmanship.

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Kolin
Dallas Wise, spotlanding champ, congratulates Stan Corcoran, distance champ