

# CHICAGOLAND

## FORUM *Big Success*

### Flight Demonstrations

Motorless pilots in their silent craft really showed Chicagoland's crowds what could be done—even in winter—when the flight demonstrations of the February Soaring Forum clicked smoothly off at Elmhurst Airport recently.

Estimates of the turnout hit as high as 10,000 interested spectators—and it was felt certain that a substantial 8,000 people were genuinely interested in seeing real sailplanes and learning about winch launching methods, motorless flying technique, skill in piloting sailplanes, and generally what it is that has been talked about for so long.

The Council's Board of Directors prayed long and earnestly for a favorable day and old man weather granted the wish with a somewhat chilly, but clear day. A very high overcast prevented any thermal activity whatever, but no one could possibly have been really uncomfortable.

Great significance was attached to the fact that, despite several Chicago newspaper editors' ideas to the contrary, it attracted many thousands of people from their warm homes, over slippery roads to see the show—a minimum performance at best—and sent everyone of the guests home thoroughly pleased with the demonstrations and anxious to return again to the next affair—and to bring their friends.

This question may well be asked: "Isn't it reasonable to expect crowds many times as large, to watch contests during the sunny afternoons of July and August?"

Despite off-season, mid-winter, and no special incentive, the whole Middle West was represented at the big flight demonstrations, February 11. Seven sailplanes were on the field—six flew in demonstration—and over thirty pilots were present. Of these, nine flew in demonstration.

From 300-mile distant Detroit came some twelve pilots with the Midwest Sailplane. For special demonstration they brought one utility wing and one sailplane wing. A beautiful exhibit of sound engineering and sensible planning; this ship, however, could not be flown.

A good many of Chicagoland's motorless pilots served faithfully on ground crews, doing the million-odd things that contributed to the success of the flights. The council thanks each one—particularly those who came from afar and served so well.

MICHIGAN: Bellak, Corcoran, Schultz, Nowak, Chapman, Martin, Williams, Wise, Steends, Abrams, Vinkemulder, Didrickson, Dixon, Rennak, Franklin.

INDIANA: Luebker, Freeberg, Eade, Ely, Mainland, Eikenberry, Miller, McAfee, Schul, Bewley, McQueen, Katz, Hooley.

ILLINOIS: Krueger, Miller, Steinhauer, Judson, Bradisse, Baker, Hoffman, Trefney, Van Burkom, Ivison, Blaine, Asher, Prescott, Hall, Thomis, Smith, Hellenberg, Lehnendorf, Sihvonen, Lavi, Norbut, Hughes, MacLain, Wallace.

WISCONSIN: Haufe, Hanselman, Blue, Wallaeger.  
MISSOURI: Blossom.

Outstanding flight event was Ted Bellak's agile dodging of anti-aircraft fire. Three mobile guns were rushed onto the field as Ted released from his towplane at about 3,000 ft. As he sneaked silently toward the "air base," the anti-aircraft eyes spotted him and opened fire. Dodging the deadly aim of the 202nd Coast Artillery, Ted slipped into spins to right and to left—wingovers between volleys—and loops right in front of the biggest gun. It was a beautiful demonstration of the ease and beauty of motorless flight.

### The Banquet

One hundred and fifty Middle Westerners enjoyed the good food and good fun of the fine Airbubble Banquet on February 10, at the Sherman Hotel.

The big surprise of the evening was (besides what Confucius said) the donation of two beautiful cups by the Aircraft Owners and Pilots Association. Mr. J. B. Hartranft, Jr., spoke to the Council on behalf of the AOPA and a spirit of "win that cup!" came into the pilots who were to compete for duration and spot-landing accuracy the next day. It's wonderful what a real incentive will do!

Speakers included Stan Corcoran, Ted Bellak, Joe Steinhauer, Mr. Churbuck of N.A.A., Lt. Sears of 33rd Division Aviation, J. B. Hartranft of AOPA, Jim Smiley now of Evanston, Illinois, and R. F. Blaine, Council Secretary, who toastmastered.

Ted Bellak gave a meaty thought. His observation is that the fraternal spirit among motorless pilots is so strong as to unite men and women of all nationalities. We cannot help but feel that there is something fundamental about flying without power, that is already a strong influence in an international feeling of brotherhood and peace.

Every banqueteer thrilled to the splendid motion pictures—mostly in color—showing soaring in Elmira, in Frankfort and in Chicagoland.

An imposing array of interesting exhibits from the fully assembled Midwest sailplane from Detroit to the beautiful scale models from Tri-state College of Angola, Indiana, made a real impression on those who attended the Airbubble Banquet. Exhibits were placed by the following clubs composing the membership of Chicagoland Glider Council: Detroit Glider Council, Purdue Flying Club, South Bend Glider Club, Frankfort School of Soaring, Lawrence D. Ely of Tri-State, X Y Z Soaring Club. Robert Eikenberry of Notre Dame, Soaring Society of America, Elmira Area Soaring Corporation, Benton Harbor Business Men's Association, Neenah Glider Club, Glen Ellyn Glider Club, Silver Hawks Glider Club, Gage Park Glider Club, Chicago Gliding & Soaring Club, and Motorless Flying Institute.