

and landed there. About 3:30 Doc decided that the big start that Schrader and Jackson had in a couple of hours earlier start was too much to be overcome and since they showed no signs of coming down, he gave up trying to out-sit them for the duration trophy and landed after 5 hours and 31 minutes, thus completing the last leg for his Silver C. A little later Ray Jackson landed at Sutter's, having been up for 7 hours and 5 minutes, his longest duration flight to date.

Meanwhile, Schrader in the Bowlus kept grinding away. Slim Joost of Toledo, in the other Bowlus, then joined Dick and for three more hours the two Bowlus' chased each other back and forth just above the tree tops. Both landed about dark, Joost being up for 3 hours 38 minutes and Dick, 10 hours and 7 minutes. This is the longest flight made in that vicinity for many years.

Every one then adjourned to the Elberta Beach where the Elberta and Frankfort Chambers of Commerce were holding their Annual Broiled Fish Dinner, which is quite an institution in those parts. Pilots and their wives attended as guests of the organizations. The food was wonderful and there was a large bonfire on the beach. After eating, every one sat around singing in various assorted keys, telling tall tales about past exploits and generally renewing old acquaintances.

On Sunday morning, the wind had shifted around to the north, making ridge soaring somewhat questionable, but activity at the airport started before 8:00 A.M. with a large number of winch tows. There was some thermal activity in the afternoon but everyone stayed close to the airport except for an attempt at ridge soaring by the Toledo 2-22 late in the afternoon. At 2:30 in the afternoon the trophies and prizes were given out and activities the rest of the day were on an informal basis. The most important prize, the perpetual trophy for duration, held during the previous year by Kit Drew, went to Dick Schrader, who also got a wrist watch for his long sit on the ridge. The youngest pilot, Bobby Kellner of the Vultures, who is 15, won the spot landing contest by putting the 2-22 right up against the flag. A summary of the prizes is given below.

Duration: 1st—Dick Schrader, 10 hours 7 minutes; 2nd—Ray Jackson, 7 hours 5 minutes; 3rd—Doc Selvidge, 5 hours 31 minutes.

Spot Landing: 1st—Bob Kellner,

1/4"; 2nd—Tennis Mahoney, 7 1/4"; 3rd—Doc Selvidge, 8".

Gliders brought longest distance to Meet: 1st—Pete Peterson, Chicago (Elgin); 2nd—Mahoney, Agnew & Schafer, Fort Wayne.

Oldest gliders flying: 1st—Dick Schrader, 1938 Bowlus; 2nd—Slim Joost, 1942 Bowlus.

The Safety Committee did a splendid job in briefing and checking out all new pilots on the problems and idiosyncrasies of ridge soaring in the Frankfort area. Unfortunately the contest was marred by an accident which could have happened at any airport (but shouldn't). On Saturday a 1-19 came in short for a landing and dropped in on a 2-22, which was in line waiting for the next take-off. Fortunately neither the passengers in the 2-22 nor the 1-19 pilot were injured and the 1-19 received only negligible damage. The left wing of



Photo: Selvidge  
How close can you get! Bob Kellner winning the spot landing event.

the 2-22 however, was a complete wash-out. This highlights the importance of planning landings well away from the beginning of the runway, particularly when there are a number of gliders lined up awaiting their turn to take off. There is also probably something to be said about keeping runway ends as clear as possible.

The local arrangements were made by the Northwest Michigan Soaring Club, with its secretary, Zada Price of Elberta, bearing much of the load. Chuck Hauke, President of the Vultures, also did yeoman service with winches and tow plane. The local people were most hospitable. The food and weather were good and everyone had a wonderful time. We are already looking forward and making plans for next year and hope for an even bigger turn out.

## PATTER

(Continued from Page 12)

I would hate to get a wing into the ground on tow. While on tow, there is always the problem of keeping the rope tight. The two main problems are, to keep the rope from getting slack in it and to keep the rope from snapping or breaking when this slack is taken up too abruptly. The main reason that the rope is hard to keep taut is because the sailplane is aerodynamically a much cleaner and more efficient ship than the tow plane. When the tow plane flies into rising air, it extracts energy from it. This energy causes either a gain in altitude or an increase in speed depending on how the tow pilot flies the tow plane. The sailplane utilizes the same energy but to a much greater extent because of its better efficiency. If it is held at the same altitude as the tow plane, it will actually start to overtake it, hence the slack in the tow line. The solution to the problem is to increase the drag of the sailplane momentarily by skidding it sideways by crossing the controls. For instance, as the slack appears in the line, apply pressure to the right rudder holding enough left stick to keep the wings level. Just before the slack has been taken up, apply left rudder and right stick, thus forcing the nose back toward its original heading just as the slack is being taken up. This keeps the rope from snapping taut. Another way to handle the situation is to pull on the spoilers and climb a little to take the slack from the tow line, and just before the line snaps tight, release the spoilers and lower the nose of the sailplane. The sailplane speeds up as the nose is lowered and allows the line to tighten gradually. When the tow plane starts a turn, the line can be kept tight by keeping the nose of the sailplane pointed slightly away from the direction of the turn. If the nose is pointed directly at the rudder of the tow plane, you are trying to fly across the arc that the tow plane is making instead of around it. Since you are taking a short cut, the line will get slack. One other thing that has to be reckoned with in connection with the afore mentioned problems is the elasticity of the tow rope itself, which acts in a mild form similar to a shock cord.

Well, we're now at 2000 feet and it is time to release. Before I release I always put the ship in a shallow dive

(Continued on Next Page)