

1957 MIDWEST MEET

by NELSON S. BAILEY

Sanctioned by The Soaring Society of America, Inc.

The 1957 10th Midwest Meet is now history. Fate smiled on Toledo as we were blessed with two excellent soaring days on Thursday and Friday, August 1st and 2nd. Saturday the 3rd was an exciting day and Sunday 'the free-for-all day' turned out to be better than average.

Amid the sighs of relief from the contest committee at the close of flying Sunday, there were enough exclamations from happy souls who really enjoyed themselves to offset all the frustration and "rhubarb" of the previous days. All-in-all, the contest was a real soaring success.

Thirty-three pilots registered for the contest bringing twenty-one ships with them. They were an exceptional array of sailplanes. Outstanding were three new German ships - a K-6 and two LO-150's. Also present were the 1955 National winner "Alibi," three Schweizer 1-23's and five 1-26's. This is enough 1-26's to start us thinking about regatta events for this ship.



Ken Flaglor of Des Plaines, Ill., and Roy McMaster of Columbus, Ohio, chat with A. J. (Jim) Smith while awaiting a tow for the LO-150.

Four available towplanes, added a lot of zip to this contest. As an experiment in towing, a Piper Tri-Pacer, previously used for banner-towing in this area, was put to work and performed surprisingly well. Dayton's trusty L-5 and Ken Flaglor's beautiful customized Fleet from Chicago with the "Pacer" carried the bulk of the towing load. Toledo's Stearman had to undergo major brake surgery and got into the act the last day, Sunday. Abundant lift and light winds made the first two days excellent for out and return runs and for duration in lower performance ships. Thursday we re-

corded 55 hours and on Friday 70.

Harold Jensen, from Elmhurst, Illinois, in his LO-150 took his first long step toward the meet championship with an excellent goal and return flight to Mansfield, Ohio, a round trip distance of 140 miles.

Other notable flights of this first day were Kit Drew and his 1-26 to Wilmington, Ohio, 132 miles, and Larry Gehrlein in his 1-23C to Canton, Ohio, 118 miles. There were also many duration flights of five hours or better. Ed Knight gave the "High Performance Hot-Rodders" a lesson by staying aloft in the Club 2-22 for 5 hr. and 23 min.

The tear-jerker of the day was Winston Smith in his Briegleb, seven minutes short of his Silver C duration, with four hours and fifty-three minutes. There is a sequel to this story, however; Friday morning found Winston first on the line with an extra pillow under his pants and grim determination etched on his

brow. Yes, he made it - five hours and thirteen minutes and his altitude leg for good measure.

Kemp Trager led the pack on Friday when he took Rudy Mozer's K-6 to Youngstown, Ohio, 155 miles. Kit Drew piled up points with a goal flight to upper Sandusky, Ohio, 84 miles, while Gehrlein made 93 miles to Cleveland.

On these two days of soaring at the Midwest Contest a total of 1,755 miles were flown and a total of 135 hours and 59 minutes duration was tallied. This was an average of 75 miles per flight and 2½ hours duration per flight.

The third day was a task day, something new to contests in this area. Scarce lift and brisk winds made the 33 mile triangular course a toughie. Jensen was able to complete the circuit to clinch the championship. Of the remaining ships only John Bierens in the "Alibi" made the first turn. All of the others struggled back to the field, many after repeated attempts.

An added-interest feature of the contest was a daily participation prize which was awarded to the high scorer for the day (all categories). To qualify for this prize it was mandatory for contestants to be present at Pilots' meetings when roll call was made. Consequently our pilots' meetings always got off to a good start.

The poor showing for Saturday was overshadowed by the banquet and awarding of prizes that evening. The inevitable movie was a real thriller. It showed the actual test flight of an early home built primary with our own Winston Smith starring as the Daring Young Man in the "Flying (?) Machine."

The daily prizes, \$25.00 bonds, were awarded to Jensen, Drew and Bierens, respectively for the three contest days. Bierens was second high scorer for Saturday but was awarded the prize because only one such prize was allowed to a contestant. Contest results were as follows:

MEET CHAMPIONS

Senior 1st	. .	Harold Jensen
Senior 2nd	. .	Kit Drew
Junior 1st	. .	Winston Smith
Junior 2nd	. .	Roy Winn

DISTANCE AWARD

Senior 1st	. .	Harold Jensen
Senior 2nd	. .	Kemp Trager
Junior 1st	. .	Roy Winn
Junior 2nd	. .	Slim Jost

DURATION AWARD

Senior 1st	. .	Ed Knight
Senior 2nd	. .	Tennis Mahoney
Junior 1st	. .	Win Smith
Junior 2nd	. .	Duane Leichty

ALTITUDE AWARD

Senior 1st	. .	Tennis Mahoney
Senior 2nd	. .	Marvin Frost
Junior 1st	. .	Win Smith
Junior 2nd	. .	Loren Glaser

SPOT LANDING

Ed Knight

BOMB DROP

Harley Shaffer