



Congressman Engel and Stan Smith in the City of Utica.

Stan Corcoran was the only pilot to make two distance flights, 7½ and 8 miles, his flights both lasting just 2 hr. 14 min. Other flights were 4 hr. 5 min. by Eikenberry, who misjudged his time and thought he had five hours; 5 hr. 9 min. for another Silver C leg by Ely; 3 hr. 13 min. by Dallas Wise, the most consistently expert Franklin pilot I have ever seen; the same duration by R. E. Franklin; 2 hr. 15 min. by Stan Smith; 2 hr. 13 min. by Moore; and short hops by Christiansen, Buell and Meeker.

SUNDAY, SEPTEMBER 4th

This, the last day of the meet to count for the Points Award, was also the best, with a total of 105 hr. 38 min., for 51 flights. Base of operations was first at the Frankfort Beach, with an early morning west wind which changed to north after 7 o'clock. Dick Randolph was first off at 6:18 and was soon followed by Bill Hellenberg in the Gull, Joe Steinhauser in his Wolf, and Lyle Maxey in a Franklin. Bill and Lyle came down after five minutes, but Dick and Joe hung on around the bend for more than a half hour before landing near the Pt. Betsie Coast Guard Station, which served as sleeping quarters for many of the pilots.

When we quickly moved winches and tow cars and set up at Crystal Downs, Elmer Zook, ready with ideas of all-night duration, was off at 8:39. He finally landed at dusk, after 10 hr. 41 min. Dick Randolph, miracle man at quick setting-up, was off again six minutes later. With no idea of a long flight, he played about for an hour. Harland MacHenry followed with 2 hr. 58 min., and Stan Corcoran built up his points with a fine flight of 10 hr. 28 min. Webb Moore followed with 10 hr. 15 min., and Art Schultz put in 9 hr. 46 min. Art had the day's best altitude, with 1450 ft.

The star of the day was Helen Montgomery, who flew the Wings Club's Stevens-Franklin, "Mint Julep", for 7 hr. 28 min. for a new American women's endurance record. She was the first to challenge Allaire duPont's three year record. By this fine flight, Helen won for herself 25 additional points in the Contest and gave the sport of soaring, the town of Frankfort, and our Contest real national publicity, making everybody happy.

Six new "C's" were won by Jack Murphy, flying solo in the Universal two-place; Ernest Lohndorf, Bill Hellenberg, and Steve Brooks, all flying their "Gull"; Fred Eade, flying Mr. Serriades as passenger in the Gross, and Ernest Schweizer, in his own all-metal ship. R. E. Franklin and Russ Heyl went well over their duration requirements for the Silver C with 6 hr. 41 min. The only other long flight was 7 hr. 6 min. by Warren Merboth.

The rest of the flights to count were: Stan Smith, 1 hr. 30 min.; Judson, 2 hr. 3 min.; Ely, 1 hr. 12 min.; Maxey, 1 hr. 52 min.; Hedderly, 3 hr. 40 min.; Royce, 1 hr. 55 min.; L. D. Montgomery, 1 hr.; Eikenberry, 1 hr. 44 min.; Maxey, 2 hr. 25 min.; Kurt Siemon, 1 hr. 31 min.; Murphy, 1 hr. 37 min.; and Heyl, 1 hr. 30 min. Galen Asher landed in the trees with the Mead washed out, but no injury to himself.

MONDAY, SEPTEMBER 5th

The final day was another airport day, with a total of 1 hr. 29 min. in 24 flights. The Committee decided to have three contests with cash prizes of \$15, \$10 and \$5 each for best assembly, duration and spot landing, the latter two to be combined. Results were as follows: Assembly—1st, Dick Randolph, Cadet, 4 min. 45 sec.; 2nd, XYZ Club, Franklin, 7 min. 30 sec.; 3rd, Art Schultz, ABC, 7 min. 45 sec. Duration—1st, Randy Chapman, ABC, 7 min. 50 sec.; 2nd, Harley Hedderly, Cadet, 5 min. 20 sec.; 3rd, tie between Webb Moore and Bob Buell at 4 min. 20 sec. Spot Landing—1st, Stan Corcoran, 15 ft.; 2nd, Bob Eikenberry, 17 ft.; 3rd, tie between Art Schultz and Bob Buell, 30 ft. Dick Randolph, towed up by Randy Chapman in his Bird, cut loose to give us a fine example of his glider stunting, for which he is nationally famous.

None of the last day's activities were witnessed by me, but I knew them to be in the capable and untiring hands of Wally Setz, that most genial, as well as hard working, of officials. I was far too busy adding up points and writing out checks. A real crisis arose when the totals figured out with the calculating machine came out way off only an hour before the banquet. Only through the loyal help of Chris, Vic Saudek, and Scott Royce, working slide rules and adding figures, did the checks get to the banquet at the end of the third course.

This final affair was a most fitting wind-up to a real contest, packed with good fun, good comradeship and good sportsmanship—as well as good flying. Mr. Carl Detzer, the distinguished author, whose home is 50 miles south of Frankfort, acted as the able toastmaster. He introduced Jim Smiley, who, in turn, presented the other speakers, including Doc Sayles, the genial Mayor of Frankfort. Jim Cook, publicity man for the West Michigan Tourist and Resort Association and for the meet, started a new and exclusive organization, "The Dunkers", for those who have ventured into Lake Michigan with gliders. A small bottle of lake water was presented to the first members present: Emerson Mehlhose, Randolph Meeker, Bob Sparling, Lawrence Ely, Scott Royce, Al Santilli, Art Rahn, Lewin Barringer, as pilots, and Helen Montgomery and Guenther Christiansen, as passengers, and (with large bottle and resounding cheers) to Johnny Nowak, the first "Dunker" and, therefore, the President (more cheers). Also eligible, but not present, were Jack Laister, Joe Steinhauser, and Reeve Hastings, "initiated" at Benton Harbor.

The Detroit Times Trophy to the Champion of the Midwest Meet and the 1938 Open Soaring Contest went to Elmer Zook, high man with 109 points. Stan Corcoran's Cinema had the largest number of ship's points, but the ABC Trophy was given for a group, so went to the XYZ Club. Presentation of these beautiful trophies was made by Art Schultz, who pioneered soaring in this region. "Monty" Montgomery, in accepting the latter for the XYZ Club, very well expressed the feelings of all the rest of us in appreciation for all that Frankfort did to make us feel at home, and to make the meet the outstanding success it was. The remaining prizes in the form of checks won on the Points Award System were handed to the pilots able to stay for this final ceremony. The banquet broke up with many an expression of hoping to return next year.

ADDITIONAL STATISTICS

Number of flights:	
over 10 hours .....	5
over 5 hours .....	15
over 1 hour .....	33
Average duration for all flights.....	59 min.
Number of flights:	
over 5 miles .....	7
over 1000 feet .....	16
Total number of contest flights.....	98