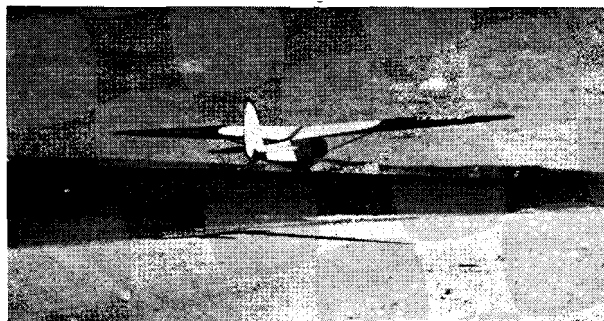


Eliot Noyes off for his "C" flight.
Sleeping Bear Dune at left across
bay.

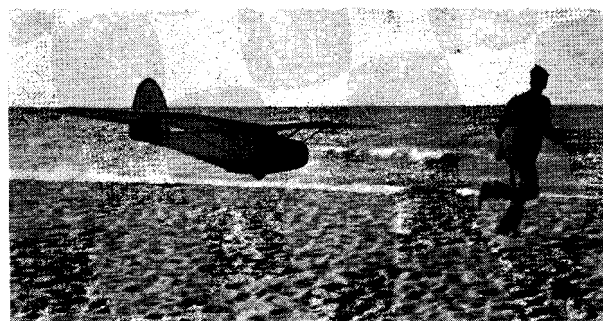
Up ON THE WIND

Eliot Noyes landing the Stevens
Franklin on his "C" flight.

Down ON THE SAND



Lewin B. Barringer



Arthur B. Schultz

AN ACCOUNT OF THE MIDWEST CONTEST

By Your Editor

After three days driving to cover the nine hundred miles between Philadelphia and Empire, Michigan, we brought our swaying trailer into camp the morning of September fourth. The last day was a hard one with a strong cross wind making it necessary to lash on heavy rocks and cut our speed so we were glad to park our Stevens Franklin in the little clearing close to Sleeping Bear Dune. Other ships that had already arrived were: Dick Randolph's Cadet, Meeker's nacelled Detroit Gull, Art Rahn's Westprüssen sailplane, the L.I.T. utility, Ed Knight's Haller-Hawk sailplane, and four Franklins owned by Udo Fischer, the U. of M. Club, Bill Sherman, and the Tri-State Glider Club.

There were no flights the first day as a strong north wind made soaring impossible on the west or southwest slopes of the Sleeping Bear Dune and the Ford Model A towing car of the Detroit Glider Council, equipped with super balloons, arrived late, due to much tire trouble en route. Late in the day a small expedition, consisting of Art Schultz, R. E. Franklin, the meet director, John Nowak, and I, drove 18 miles to Point Betsie to see if soaring might be possible there. The two-mile bluff proved to be 80-200 feet high and gulls soaring a thousand feet high indicated real soaring probabilities with a north wind.

Sunday, September fifth, the wind was still from the north but greatly diminished in velocity. However, R. E. decided that we should try Point Betsie, so a few of us were set up there a little before noon. The wind had practically died out when I made my first tow off

the beach with a wire towline. The experience was very pleasant compared with using a tow rope as the lessened resistance of the wire was very noticeable and made a fast, high, clean tow possible. Landing far down the beach proved this experience not nearly so difficult as it appeared at first.

After another tow to get back downwind to the starting site, the wind freshened to about 8 m.p.h. and, although it was somewhat east of north, we decided to try it. Cutting loose from the wire at about 300 ft. I swung into the ridge and soon felt the slope wind holding me up. Skimming close to the tree tops I just managed to hang on. Soon Udo Fischer, in his Franklin, and Art Schultz, in the ABC sailplane, came up and joined me. Back and forth we flew scarcely a hundred feet over the houses of summer residents and the Crystal Downs Country Club. After an hour and ten minutes I landed to let Wistar Brown have a flight.

Elmer Zook took off after him in the Haller-Hawk and was soon followed by Glen Mead in the L. I. T. ship, Skinner in the Tri-State Franklin and Bill Sherman in his Franklin. Art landed to let Johnny Nowak have a go at it and Brown brought the Stevens Franklin down so that Eliot Noyes of Boston could go up for his C license. I had given Eliot just three days of instruction at Wings Field prior to leaving for Michigan and he proved himself a real credit to his instructor by putting in 45 minutes in fairly rough air, flying at low altitude with several other ships, and then making a nice spot landing at the take off site. Two "C's" were won with the L.I.T. ship—Glen Mead staying up 55 minutes and Bob Sparling, 40 minutes. Howard Underwood won the fourth C of the day with a 41 minute flight in the U. of M. Franklin.

Others to fly that day were Meeker, Sparling, Weber,