



Southwest (wooded) and West (sand) faces a 500 foot Sleeping Bear Sand Dune.



Clem Luebker, of the South Bend Glider Club, flying their Franklin above the 80 foot clay banks just north of Benton Harbor.



usual auto tow method. With the advent of new winch developments, the tow cars will become retrievers, equipment handlers and messenger cars. It will be necessary to continue the use of wire for launching as rope burys itself in the sand, gets watersoaked and heavy, wears out fast, and is generally unsatisfactory for beach towing.

Plenty of camping, hotel and restaurant facilities of all classes are available near the soaring sites.

The highways to Frankfort are first class roads, and excellent time can be made in traveling the long stretches in Michigan.

Inasmuch as this region is in the heart of Michigan's best vacation land, other sports, such as golf, swimming, boating and fishing are readily available as side attractions.

Going under the assumption that the 1938 contest will be held during the early part of September, the following is a prediction of what conditions and results may be expected. The bases of the predictions are the results of three years of soaring—the 1936 and 1937 Midwest Soaring Contests, supplemented by reports of several soaring expeditions during the fall of 1935.

(1) Good soaring weather for utilities will be had on six out of nine days. During the 1936 contest, we had four soaring days out of nine (just missing good soaring weather at each week-end) and in 1937 (when we had good soaring weather both week-ends) we had seven days of soaring out of nine.

(2) During this period an active group, with a utility, will be able to put in approximately 20 hours of soaring. Following is a list of total durations for the leaders of the last two contests:

	Name	Ship	Hrs. & Mins.
1936:	L.I.T.	L.I.T. Utility	15 : 14
	M.I.T.	Franklin	19 : 43
	A.B.C.	Franklin	9 : 33
	A.B.C.	A.B.C. Sailplane	15 : 15
	Tri-State	Franklin	7 : 17
	Fischer	Franklin	16 : 02
1937:	Steinhauser	Wolf (2 days)	6 : 12
	Fischer	Franklin	25 : 35
	Zook	Haller Hawk	22 : 36
	Tri-State	Franklin	20 : 07
	L.I.T.	L.I.T. Utility	19 : 06
	Wings	Stevens-Franklin	15 : 37
	U. of M.	Franklin	15 : 10
	Randolph	Cadet	13 : 42
	Sherman	Franklin	10 : 53

(3) The number of hours recorded will depend largely upon how much time the groups will want to put in and with how much energy they go after getting started, etc., rather than upon the actual amount of available soaring weather. During the 1937 contest, a considerable increase in total hours could have been put in had not some of the pilots had more soaring than they wanted before the close of the meet.

(4) As many C pilots can be qualified on one ship as can be induced to come to the contest. Three consecutive days will usually result in enough soaring weather for several "C's".

(5) At least one, and possibly two or three, Silver C 5-hour duration qualifying flights can be made with each ship that stays the full nine days of the contest.

(6) A new national duration record is possible for anyone with perseverance enough to stick it out.

(7) A new national distance record is possible with a start from Frankfort. A slope soaring flight of 180 to 200 miles southward along the shore is very likely to be made.

(8) A possibility exists that someone will catch a front (which average two per week and are sometimes very well defined as they come in across the lake) and break both the world's altitude and distance records in one flight.

Such a contest is sure to be a success. Plenty of hours of slope soaring is definitely assured. Some very interesting distance flying down the dunes (which is a very interesting experience in itself) awaits anyone who cares to try it. This assurance of plenty of slope soaring, coupled with the ever present possibilities of breaking national and international records, makes a very enticing combination, as will be attested by all who have experienced the pleasant thrill of soaring the sand dunes.

400 foot Empire Bluffs Ridge for N.W. winds.

