

THE PARADE OF CHAMPIONS



Albert Hastings
1930-31



Jack O'Mera
1932



Stan Smith
1933-57



Richard Du Pont
1934-35-37

Dr. Karl O. Lange, America's first soaring meteorologist, again functioned in that capacity for the fourth time during this 7th National. Harris Hill had been further improved and brought up to its present day status of the world's finest glider launching site. Powered aircraft could now be accommodated and both auto and aero tow methods were employed. This contest saw the passing of the old shock-cord for launching. The famous German sailplane the 'Rhön-Bussard' made its first appearance

him elsewhere. It might be added further that the Captain has missed only one or possibly two since.

1937—8th National and 1st International Soaring Contests, Harris Hill, Elmira, N. Y.

Richard Du Pont was to come back to win this, his 3rd, National Soaring Championship. He was hard pushed by Chet Decker, winner of the 7th, and by Emil Lehecka, Harlan Ross and Lewin Barringer. Actually less than a dozen points separated these soaring aces. The German Peter Riedel was high scorer but did not of course qualify for the American championship, being a national of another country.

Best Performances:

Altitude, 5,890 feet. Duration, 6 hours 32 minutes. Distance, 133 miles.

The two best distances flown during the contest were the 133 miles by Peter Reidel and 108 by Harlan Ross in his new RS-1. The facilities at Harris Hill having been brought up to its present high state of perfection, the organizers of the 8th had extended this tournament to include pilots of all member countries of the ISTUS, thus making the 8th the first international meeting of sailplane pilots in America.

The year 1937 marked the birth of this publication with its first issue in January of that year. Mr. Richard C. Du Pont must be given credit for being not only the principal originator of the idea for such a publication but furnishing as well the major portion of the finances necessary for the undertaking. SOARING was therefore to become America's first publication devoted exclusively to the 'art, sport and science' connected with motorless flight. It has continued uninterrupted to this day and remains one of the world's few and America's only such publication.

The war clouds of World War II

hung heavily over much of the world in 1937, Capt. Ralph Barnaby the long time editor and prime mover behind the old Gliding and Soaring Bulletin, and other soaring activities as well, became naturally engrossed with the duties of his profession in view of the unsettled military situation throughout the world. It was therefore most fortunate that Mr. Du Pont and others were in a position to continue and to enlarge SSA's publications in their creation of this magazine.



Capt. R. S. Barnaby, USN
Glider License No. 1.

in America during this contest. Silver 'Cs' No. 4, 5, 6, 7, and 8 were earned during this contest by Decker, Mehlhose, Wightman, Smith, and Lehecka. Richard Du Pont held No. 1, Lewin Barringer No. 2, and Jack O'Mera No. 3 which they had earned in previous years' contests. Gold and Diamond 'C' badges had not even been dreamed of at that time. This was to be the first National Tournament for Capt. Barnaby to miss, his duties with the Navy having called

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Mr. Earl Southee
Famous Contests Director

This 8th National in 1937 saw the entry of more high-performance sailplanes into tournament soaring, than any year before or since. It was also a noteworthy year for soaring in America by reason of the entry of more and better designs of American conception. Harlan Ross had brought forth his still famous RS-1 (now called the Zanonja). Art Schultz had produced his A.B.C. sailplane, for which he was to be awarded the De-