

but the days when soaring started early enough just never seemed to fall on the weekend days when they were ready. But perhaps they gave up too soon. September 29th (Sunday) was one of the best days seen at El Mirage in quite a while. There was very strong lift and a 35 knot wind blowing straight towards Reno.

Two soaring people well known in the East are now claimed by the West. Stan Smith has moved to Southern California and is working for the Potter Instrument Company. Welcome, Stan! Connie Ripley has been out here some time (as time is reckoned in the West) but we have some good news about her. She has checked out in gliders at Hummingbird Haven and earned her C badge. Congratulations, Connie! Bill Ivans, a *real* Westerner, was seen recently soaring at El Mirage in the Cinema; the same ship in which he earned his Silver C a few years back.

How would you like to barnstorm in a Hummingbird? Sounds wonderful doesn't it? Les Arnold spent his rest day at the West Coast Meet by flying his Hummingbird over to a neighboring airport and giving flights to the impressed airport officials. By the way, he was so far out in front during that meet that instead of competing on the last day, he flew locally and gave rides to many of the hard working officials of the contest.

The West Coast Contest is reported elsewhere in this issue but there are two aspects that are of interest here. Walt Klemperer and Tom Clark flew two-place in Tom's P-R, alternating the pilot in command each day. It was their first contest and Walter's first cross country flying. By the end of the meet they were flying like professionals. But the outstanding part of their performance was their crew, proving again that the competing pilot is only as good as his crew. Their enthusiasm and efficiency is exceeded perhaps only by Nick Goodhart's crews. On one flight towards the end of the contest Walter and Tom landed about ten miles down the road. Fifty-five minutes after their crew arrived they had the P-R apart, back on the line at El Mirage and together again ready for take-off! That is really crewing. The first day of the meet was different. Tom and Walt set a goal of Las Vegas but landed 12 miles from El Mirage. Nevertheless, the crew went all the way to Las Vegas without phoning. There is some suspicion they just wanted to see the town.

TWENTY YEARS AGO

From the September and October, 1937 Issues of SOARING

by E. J. REEVES

LOOKING BACK

The soaring movement in America was really beginning to stir. SSA was under the leadership of Richard C. du Pont as President, with Lt. Com. Ralph S. Barnaby and Dr. Wolfgang Klemperer as Vice Presidents. Lewin Barringer was Editor of SOARING.

The most successful 8th National had just been concluded at Elmira's Harris Hill as the operating site. Soaring pilots from foreign countries had for the first time participated in our Nationals.

An editorial, "An International Contest — Are We Ready?," posed the question of our sponsoring such activity in 1938 or some year in the early future.

Alas, we find ourselves still asking this question — twenty years later. It is still a feat unaccomplished by U.S. soaring people, an opportunity that will present itself again in 1960.

1937 International Soaring Contest: "Held this year on the Wasserkuppe July 4th—18th by the Aero Club of Germany under auspices of the ISTUS.

"Over half of the flying days were in favor of those who knew the country, that is, to make distance flights slope soaring had to be done in the morning until the thermals built up to enable the pilots to get under way.

"The relative standing of the teams of the seven countries competing was as follows: Germany — 6634, Poland — 2597, Switzerland — 2217, England — 1055, Czechoslovakia — 89, Yugoslavia — 0.

"Best altitude, 10,702 feet by Zabski of the Polish team flying an Orlik. Best distance, 218 miles by three pilots on July 4th, Heini Dittmar, flying the Fafnir II 'Sau Paulo,' and Hannah Reitsch in the new 'Reiher' flying together landed at the airport in Hamburg. Thirty minutes later Mynarski of the Polish team landed in his Orlik."

Some of the ships, new and interesting, seen in this contest were, in addition to those mentioned, the 'Moazagotal' flown by Hofman of Germany, the 'Minimoa' by Spaete of Germany, the 'Spyr III' by Sandmeier of Switzerland and a Moswey II by the Swiss team. Two 'King

Kites' by the British team, the 'Hjor-dis' by Philip Wills and a two-seater 'Falcon III' with the British.

The distance flights went in the directions — 360 degrees north, around to about 120 degrees south-east. Pilots landing their craft in Czechoslovakia seem to have met rather interesting receptions. A Swiss pilot was shot at and the German pilots spent some time in the Czech jails.

The Mid-West Contest:

Editor Lew Barringer reported on this contest in which he participated. It was held early in September 1937 at Sleeping Bear Dunes along the shores of Lake Michigan. At the time this ridge site was one of the best known in this country.

It was this same general area that was the locale of Octave Chanute's experiments with some of the world's first man-carrying flying machines just before the turn of the century. It is still a place for great flying fun and utilized by present day soaring groups of the Michigan-Ohio-Indiana area.

The pilots flying over the dunes in this contest were — Elmer Zook, Dick Randolph, Udo Fischer, Randall Chapman, W. R. Skinner, Eliot Noyes, Don Alexander, L. D. Montgomery, Robert Sparling, L. D. Ely, John Nowak, Lew Barringer, Mrs. F. K. Brunton, W. H. Putnam, Arthur Rahn, Robert Tills, F. K. Brunton, Scott Royce, R. B. Meeker, Glen Mead, Wm. Sherman, T. W. Brown, Howard Underwood, G. Weber and C. Mainland.

Harland Ross in two interesting articles told of his designing and building the Ross-Stephens sailplane and the cross-country flight of 121 miles across the Poconos during the 8th National.

He looked with favor upon the better German designs of the day and admitted incorporating some of the better features of the 'Fafnir II' in his RS-1, the ship now known as the 'Zanonia,' a machine that was to go on to great flying records in this country. This was without question one of the first and finest examples of American high-performance design.