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Hattie Meyers Junkin Papers - Helen Williamson to Hattie, 1978 - 1983

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10 xx AVIATION THE NEW YORK TIMES, SUNDAY, JUNE 22, 1941
ALONG THE WORLD'S FAR-FLUNG AIRWAYS

GLIDER TEST IS 'OFFICIAL'

Army to Study Soaring Meet at Elmira - All Aliens to Be Barred
By CHARLES MATHEWS

ELMIRA - For the first time in the history of the annual national soaring contests here the eleventh yearly meet, opening next Saturday, will be practically under Federal auspices. United States Army officers, now in training here, will be observers for the government and aliens will be barred from Harris Hill, contest headquarters, unless they hold passes countersigned by the Federal Bureau of Investigation.

This area, which owes its popularity as a gliding and soaring center largely to the Germans, will not have a German-born official or contestant this year for the first time in the history of the contests here. The Chemung Valley was first selected as a natural soaring center by Dr. Wolfgang Klemperer, research engineer for the Goodyear-Zeppelin Company, who aided in the construction of Zeppelins used by Germany in the first World War. After the armistice he took up soaring and later came to the United States to reside.

Germans in Early Meets

The first contestant here to use a soaring plane was Wolf Hirth, German-trained pilot now with the German aviation division, and the first contest weather bureau was established by Dr. Karl O. Lange, meteorological authority, who was a

will assign Bernard L. Wiggin of New York to conduct the contest weather bureau on Harris Hill and the Capital Air Service of West Trenton, N.J., will supply pilots for the tow planes.

Prizes will include the Edward S. Evans \$1,500 silver trophy carrying the title of soaring champion, the Warren E. Eaton Memorial trophy of equal value to be awarded the pilot contributing the most to the "art, sport or science of motorless flight," and the Bendix Aviation Corporation gold cup and \$500 for the greatest distance flown, the \$500 being increased to \$1,000 if a record is broken. The New York State Aviation Council will also

Mich.; Theodore Bellick of Chelsea, Mich.; Alvin D. Yates of Brooklyn, Pierce C. Fellows, Jr. of Newark, N.J.; Parker Leonard of Osterville, Mass.; Flying Club of McGill University, Canada, and the Buffalo Glider Club.

The order barring all aliens from the contest was paused by the Chemung County Board of Supervisors, controlling Harris Hill, and is now effective. It said that "in order to safeguard our national interests, no alien whose country is known as one the Axis powers shall be permitted to use the facilities or occupy the county-owned property known as Harris Hill unless such alien shall have been ap-

[[image]]

Equipped to rebuild aircraft wings, fuselage sections and tail surfaces, the maintenance base of American Airlines at La Guardia Field does much of the work formerly done at the Douglas Aircraft Company.



AIR RELIEF ADDS UNITS

Aerial Emergency Group For Mercy Missions Grows in U.S.

By HARVEY E. VALENTINE

Formed a year ago "to provide humanitarian air service at home and abroad to relieve physical suffering." Relief Wings, Inc., has now organized the whole Eastern section of this country. Volunteer pilots, flight surgeons and nurses and amateur radio operators from Maine to Florida have enlisted for this emergency service.

The object of the aerial mercy organization is to assist the Red Cross and other relief agencies, to disaster service by mobilizing civilian planes and pilots to rush doctors, nurses, supplies and other emergency provisions to a stricken area. Should the United States enter war in Europe, military planes could no longer be used in this work and relief agencies would have to rely on civilian aviation for assistance.

With Ruth Nichols, the flier, as its principal organizer and executive director, Relief Wings has had two practice mobilizations. Last July about one hundred privately owned planes of all types, from [[?]] States, converged on the little town of Greenport, L.I., which was hit by a simulated hurricane, in the first mass flight ever designed for relief work. Coordinating their movements with amateur radio operators, the planes arrived at the scene within two hours after the initial emergency call.

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