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Hattie Meyers Junkin Papers - Newspaper articles, 1930

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Elmira Advertiser Friday Oct. 3, 1930 ELMIRA

Hattie Meyers (Barnaby) 1 hr soaring

Wolf Hirth To Glide Over Elmira Throwing Flowers From His Ship;
Guests Entertained At City Club

At the Meet Coached Hattie Meyers (Barnaby)

Versatile German Pilot Decides Upon Unique Method of Showing
Appreciation for Courtesies Extended Pilots in First National Contest of
National Glider Association - Mayo Sends Representative - Jones,
Chambers, Hughes Arrive.

Determined to pay a graceful tribute to Elmira for their hospitality as
well as for their interest in the first national glider meet, Wolf Hirth has
arranged to glide over the city today, in his famous Kegel sailplane, and
toss flowers right and left. This stunt will also display the German
aviator's marked ability in keeping aloft a motorless plane.

Mr. Hirth, who has been one of the most entertaining and interesting of
the city's distinguished guests, has won the respect and admiration of
his fellow pilots by his modesty and extreme courtesy. His skill as a
glider expert is recognized and when he takes off he is the center of
attention. His light colored glider, with silk inset wings, promises to
center Elmira's attention today.

Thursday proved one of the most exciting days of the national meet,
the arrival of distinguished guests causing the pilots to spend more
hours in the air than at any time during the contest, this being especially
true of Mr. Hirth and Jack O'Meara. W. Hawley Bowlus, in the Lindbergh
glider; A. C. Haller, Pittsburgh; Kenneth Doe, New Jersey; Roy Nass,
New York City; Captain Frank M. Hawks, and Wallace Franklin were
among those trying for spot landings.

Captain Hawks, who arrived in his airplane, No. 13, tried his skill with a
Franklin glider, a duplicate of the Eaglet in which he was towed across
the United States and later visited Elmira at the request of Sherman P.
Voorhees, *when thousands saw him land at the airport. Due to the wind
unexpectedly dying the captain was stranded a short distance from the
airport during yesterday's test. Mr. Franklin landed within three feet nine
inches of the flag and won the day's honors.

In addition to Captain Hawks, the day's arrivals included C. S. "Casey"
Jones, president of Curtiss-Wright Flying Service and an Elmira favorite;
Earl Hughes, advertising manager for the Curtiss-Wright Corporation
and Major Reed M. Chambers, president of the United States Aviation
Underwriters, Inc., who flew here from New York in a Wright-powered
plane; Joseph Barston, of Air Investors, Inc., the industry's largest
financing corporation; George N. Crouse, Syracuse millionaire, who has
twice crossed the Atlantic on the Graf Zeppelin and who came in his
private plane with a pilot.

Another guest of honor was Robert T. Walker, better known in motor



and aviation circles as "Bob" Walker, who is assistant to W. B. Mayo, chief engineer of the Ford Motor Company and president of the National Glider Association. Mr. Mayo was removed to the Ford Hospital, Wednesday, quite seriously ill and only prevented from keeping his engagement in Elmira by the positive order of his physician.

Much distressed by his inability to see the first national contest of his pet organization Mr. Mayo summoned Mr. Walker and sent him here as his personal representative. Mr. Walker, a delightful conversationalist and a recognized authority on aviation and automobiles, indicated severe regret at his chief's illness, saying that they had long been so closely associated they almost did their thinking together.

Mr. Crouse, an outstanding aviation booster, discussed his experiences on the Graf Zeppelin in a humorous manner, suggesting that in view of the Republican party's endorsement of the 18th Amendment repeal program he felt safe in saying that at times the wind pressure against the Zeppelin was so great it caused bottles of wine to slide from the tables to the floor. As to his possible interest in the wine he refused to commit himself.

Thursday evening the glider pilots and guests were entertained at the City Club at luncheon, which was followed by an informal chat on gliding in particular and aviation in general. During this discussion one of the visitors produced a popular emergency device upon which was printed "13 1/2" and presented it to Captain Hawks in appreciation of his missing the airport during his spot landing test. The captain gracefully accepted the "loving cup" and declared it would be a permanent fixture in his airplane.

Today Elmirans are anticipating flights of Mr. Bowlus in the Lindbergh glider, a ship specially con- [[page cut off]]
[[/column 1]]

[[column 2]]
body of which makes a striking picture in air. This glider, like that of Mr. Hirth, has silk inset wings. Mr. Bowlus, a nationally known glider expert, is determined to make glider history before the end of the week.

Visiting pilots are much interested in the following special dispatch from Washington:

WASHINGTON, Oct. 2- Fresh recognition of the growing popularity of gliders was given today in an announcement by Clarence M. Young, Assistant Secretary of Commerce, that henceforth licensing of these unpowered aircraft by the aeronautics branch of the department would be inaugurated under three classifications.

"Glider constructed prior to Oct. 1 are eligible for license, regardless of design or manufacture, on passing a satisfactory line inspection as to general design, workmanship and material," he said, "but gliders constructed after that date shall fall within group one or group two classification to be eligible for license.

"Group one will consist of gliders built by manufacturers under an approved type certificate and gliders constructed by some one other than the manufacturer, but built in accordance with approved type

certificate specifications and designed furnished by the holder of the certificate.

"Group two will be composed of gliders not built under an approved type certificate, but which have been demonstrated to be airworthy to the satisfaction of the Department of Commerce; that is gliders which are shown to conform to the airworthiness requirements by submission of engineering data and accomplishment of required flight tests."

Group three consists of glider built prior to today.
[[/column 2]]

[[column 3]]

-TO FLY OVER CITY
[[photograph]]

[[caption]]
Wolf Hirth, famous German glider expert, will fly over Elmira today, weather permitting, and cast flowers from his ship in appreciation of hospitality extended visiting pilots. It will be the first time a glider has attempted such an unusual flight and serve as a feature of the first national glider meet.

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