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## **Hattie Meyers Junkin Papers - Newspaper articles, 1930**

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## SECTION B

The Sunday Telegram  
ELMIRA STAR-GAZETTE SUNDAY EDITION

## LOCAL NEWS SPORTS

### WILL AWARD EATON TROPHY TONIGHT

Banquet, Prize Bestowals To Close Soaring Contest; Noted Men to Give Talks

Since the 1939 soaring championship has been decided, the most interesting announcement to be made at the banquet which will close the 10th Annual national Soaring Contest tonight at the Mark Twain Hotel will be the winner of the Warren E. Easton Memorial Trophy.

The award has been offered by Mrs. Genevieve Eaton in memory of her husband for "the most outstanding contribution to the art, sport and science of motorless flight."

Tonight will mark the first time that the award has been made and the committee of judges is not limited as to the period which will be covered in selecting the candidate.

THE BANQUET is scheduled for [?] p. m. and invitation has been extended to the public to attend.

Chester J. Decker of Glen Rock, N. J., will receive the Evans Trophy, symbolic of the national championship. He amassed a total of 3,020 points for distance, duration and altitude. Flights today will not receive credit under the point award system.

Decker is almost the claimant of for the \$1,000 Bendix award for the longest flight of the meet, 233 miles to Atlantic City. He at present has first claim on a \$500 prize offered for the fastest flight to Harrisburg and will split a \$200 award with Robert M. Stanley for a fight to the Norwich Airport.

Stanley was runner up for the championship with 2,320 points. He is the likely recipient of the A. Felix duPont prize of \$1,000 for breaking the American altitude record for motorless craft.

OTHER STANDINGS of Silver C pilots under the point award system follow: Warren Merboth, 1,930; Emil A. Lehecka, 1,747; Udo Fischer, 1,237; John Robinson, 1,028; Harland MacHenry, 800; Floyd J. Sweet, 573; Don Stevens, 425; Parker Leonard and Arthur Schultz, 366; Robert Auburn, 339; Lewin Barringer, 224; Harvey Stephens, 185; Elmer Zook, 92; Stanley Smith, 82.

William L. McGrath, president of the Elmira Area Soaring Corporation, will preside as toastmaster at the banquet. Congressman W. Sterling Cole will speak during the dinner because he must leave for Washington



at 8 p. m.

Mayor J. Maxwell Beers, Chairman Kirkwood E. Personius of the Board of Supervisors and President Frederick H. Schwenke of the Association of Commerce will be introduced.

THE FOLLOWING will give talks; Capt. R. M. Losey, U. S. Army Air Corps; Bernard L. Wiggan, U. S. Weather Bureau; Grove Webster, chief of the private flying section of the Civil Aeronautics Authority; Peter Riedel, famous German soaring pilot; Godfrey L. Cabot, vicepresident of the Federation Aeronautique Internationale; Robert M. Stanley, Naval aviation cadet.

Maj. Lest Gardner, chairman of the Civil Aeronautics Authority, will present the Warren E. Eaton Memorial Trophy. Richard C. duPont will present the altitude award offered by his father and also the prizes for the speed flights to Harrisburg. H. L. Sharlock will represent Vincent I. Bendix in presenting the distance awards. Arthur I. Lawrence, chairman of the contest board of the Soaring Society of America, will be master of ceremonies during the presentations.

Speed Westphal, one of the contestants, will give a brief entertainment sketch

#### Sailplane Instruments Tell Story of Stanley's Struggle

Instruments carried by Aviation Cadet Robert M. Stanley when the wing of his sailplane collapsed 2,500 feet above Harris Hill Friday, told a mute story of his struggle to escape from the careening craft.

Stanley had to lift five times his weight to get out of the small, compact cockpit, reading of a recording accelerometer showed.

Centrifugal force created by the spinning of the craft pressed him into the seat while he was attempting to lift himself out.

Dr. Karl O. Lange of the Harvard University Blue Hill Observatory, who is handling the instrument work at the soaring meet, compared Stanley's predicament to that of an occupant in an automobile negotiating a curve at high speed. The centrifugal force presses the occupant against the seat if the curve is banked or against the side of the car if the curve is flat.

The instruments showed that the sailplane dropped 1,000 feet before Stanley freed himself and rode safely to the ground in his parachute.

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