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

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G. Mayer, U.S.N., who served as official timer and representative of the National Aeronautical Association, but in no case were their decisions disputed. The pilots repeatedly praised them for their absolute fairness while these officers, in turn, declared their task had been made easy by the co-operation of the contestants. Both men won a legion of friends while here and their departure is regretted.

In connection with the many flights of Sunday, Wallace Franklin of Ypsilanti, Mich., set a new spot landing record. He came within three inches of the marker at the airport.

[[left margin]] 3 in for mark [[/left margin]]

Wolf Hirth gave several demonstrations of skill and then, as the closing feature, Jack O'Meara, Akron, O., did a few stunts not believed possible with a glider. For a half hour he made the ship do almost everything a powered plane is capable of doing and then, with a final zoom over the mountain top waived his farewell and started for the airport.

Carry Heavy Burden

Two of the men who carried the heavy burden of the contest, particularly the preliminary work, were ~~er, noted aeronautical~~ er, noted aeronautical engineer who co-operated in bringing the soaring contest to Elmira. Responding, Mr. Walker said that he hopes to see the National Glider Association a self supporting organization when it will not be necessary to rely on the friends of gliding for awards. He declared that he will recommend Elmira as the site of the next national soaring contest, with perhaps another city for the third. Impressed by the city's natural facilities for gliding Mr. Walker said he hoped that the promise made Saturday night by State Senator J. Griswold Webb, chairman of the aeronautical commission of New York State, would soon be realized. Senator Webb asserted that he will use his best efforts to get state authorities to develop Elmira's gliding possibilities.

Promise Assistance.

In addition Mr. Walker said, he has been promised financial assistance by a local man for the next national contest here. He expressed the belief that money which might be used to find another terrain for the meets might better be spent in improving the local field.

First, A.C. Haller, Pittsburgh, Pa., flying a German Kegel soarer 21.1 miles. Prize \$250; second, John O'Meara, Baker McMillan Company, Akron, O., flying a Cadet II, 10.43 miles. Prize, \$175; third, Wallace Backus, New York City, flying a Franklin utility, 9.8 miles. Prize, \$75. Event No. 2 - Albert Hastings, Los Angeles, Calif., flying for Backus in Franklin utility seven hours 43 minutes, 11 seconds, winner of Edward S. Evans trophy for duration and prize of \$250. Second, Warren Eaton, Norwich Legion Gilder Club, Norwich, N.Y., flying Cadet II, seven hours, 21 minutes, 38 seconds. Prize, \$175. Third, John O'Meara, Baker McMillan Company, Akron, O., flying Cadet II, six hours, 48 minutes. Prize \$75 ~~5~~ ~~5~~. The foregoing prize money totaling \$1,000 was given by the Wright Aeronautical Corporation division of the Curtiss-Wright Corporation. WoWif Hirth also qualified for Event No. 2 although not eligible for the



prize money, with a flight of seven hours seven minutes and two seconds, flying a German Kegel soarer.

Event No. 3 - Shuttle distance around two specified points, was found to be impracticable in the light of conditions and the prize money was divided between the winners of Events Nos. 1 and 2.

Event No. 4 - Altitude by barograph, unofficially, there are four possible winners: i.e., Warren Aaton flying a Cadet II, Wallace Backus flying a Franklin utility, Wolf Hirth flying a German Kegel, and John O'Meara flying a Cadet II. Official announcement will be made and prizes paid after calibration of barographs by the National Aeronautical Association. Aviation Magazine, a division of the McGraw-Hill Publishing Company, offer \$400 in prizes for this event.

Event No. 5. - Landing on a mark on the Elmira Airport: First, Wallace Franklin, three inches from mark, prize, \$75; second Wallace Backus, five inches from mark, prize \$50; third, Albert Hastings, 32 inches from mark, prize, \$25. All three pilots mentioned above flew a Franklin utility. Prize money offered by Elmira Airport.

Event No. 6. - Largest number of qualified flights: First, Wolf Hirth, flying German Kegel, 23 flights, prize \$100; second, O'Meara, flying a Cadet II, 22 flights, prize \$75.

Event No. 7 - Prize of \$200 awarded by Eclipse Division of Bendiz Aviation Corporation to the team or pilot making the most valuable contribution to the science of soaring flight. Competitors must submit manuscript not later than Oct. 19, 1930, covering flights at the Elmira contest.

There were 99 qualified flights. There was a total flying time of 118 hours, six minutes and 57 seconds. Total ships in meet, 14, four sailplanes and 10 utilities. Total number participating pilots, 24. Two pilots made third class licenses. Five pilots made second class. Eight pilots made first class, which means there are now 21 American holders of first class licenses in this country besides several Germans.

Approved:  
L.F. ROSS, Referee.  
R.G. MAYER, Lieut.,  
(CC) U.S.N., N.A. A., representative and official timer.

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