



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

Hattie Meyers Junkin Papers - Newspaper articles, 1931

Extracted on Mar-29-2024 04:24:54

The Smithsonian Institution thanks all digital volunteers that transcribed and reviewed this material. Your work enriches Smithsonian collections, making them available to anyone with an interest in using them.

The Smithsonian Institution (the "Smithsonian") provides the content on this website (transcription.si.edu), other Smithsonian websites, and third-party sites on which it maintains a presence ("SI Websites") in support of its mission for the "increase and diffusion of knowledge." The Smithsonian invites visitors to use its online content for personal, educational and other non-commercial purposes. By using this website, you accept and agree to abide by the [following terms](#).

- If sharing the material in personal and educational contexts, please cite the Smithsonian National Air and Space Museum Archives as source of the content and the project title as provided at the top of the document. Include the accession number or collection name; when possible, link to the Smithsonian National Air and Space Museum Archives website.
- If you wish to use this material in a for-profit publication, exhibition, or online project, please contact Smithsonian National Air and Space Museum Archives or transcribe@si.edu

For more information on this project and related material, contact the Smithsonian National Air and Space Museum Archives. [See this project](#) and other collections in the Smithsonian Transcription Center.

[[handwritten in top margin]]
Aug. 14/31 (Aug 12, 10:15 am. 1931 - Hattie Meyers Barnaby FAI #37 -
First for Women U.S.A.
[[/handwritten in top margin]]

PAGE EIGHT

Federal Men, Pilots Confer on New Rules

Results of Conference Here to Be National in Effect -- U. S. Army
Ambulance Plane to Come After Purcell-- Other Two Better.

A conference of U. S. Government officials and glider pilots on proposed
new regulations covering gliding, was held here Thursday.

Lack of prevailing winds prevented pilots from doing any soaring during
the day, although ships were in readiness at East Hill and at South
Mountain. A few student pilots made auto tow flights at the airport.

Professor Peter Altman of the University of Detroit, presided at the
session Thursday night.

J. G. Budwig, chief of air regulations of the Bureau of Aeronautics,
Department of Commerce, Washington and Inspector Asbury H.
Meadows were present as federal representatives, Mr. Budwig having
called the conference for the purpose of securing information as to
changes needed in regulations covering gliding. The meeting was of
national importance, decisions made requiring only the approving of the
Commerce Department to become binding upon all pilots and at all
contests.

As the result of the conference Mr. Budwig will suggest to the
department new regulation covering physical examination of glider
pilots, granting federal certificates to glider schools complying with
government regulations, increased supervision of gliders with reference
to strength in air, licensing instructors in glider schools, strict regulation
of glider traffic, ban upon stunting.

Tribute to Elmira

Matters of lesser importance will also be placed under revised rules as
the result of the wishes of pilots and officials, based upon information
gained here during the Second Annual National Gliding and Soaring
Contest. This is the first time the government has ever held such a
conference outside of Washington and it is a direct tribute to Elmira's
importance as a center of gliding and soaring.

Those present were: Robert J. Eaton, Warren E. Eaton, Norwich;
Professor R. E. Franklin, University of Michigan; Walter Snell, Arthur L.
Lawrence, Jacob S. Fassett, Providence, R. I.; Albert E. Hastings,
Elmira; Mrs. R. S. Barnaby, Washington; Clarence R. Webb, New York
City; Lieutenant R. S. Barnaby, Washington; Loran J. Kale, Snyder, N.
Y.; James M. Creamer, Buffalo; W. Hawley Bowlus, Russell Holderman,
Mrs. Dorothy C. Holderman, Leroy; A. C. Haller, Pittsburgh, Pa.; Arthur
B. Schultz, Detroit; E. T. Baron, Montour Falls; M. F. Stoughton, Detroit;
B. W. Wilson, Detroit; Allen Rooke, Providence; Franklin K. Iszard,
Elmira; William L. Chellis, Newport, R. I.; Martin F. Schempp, Pittsburgh;

Aug 14/31 (Aug 12, 10:15 am. 1931 - Hattie Meyers Barnaby FAI #37 - First for Women U.S.A.)

PAGE EIGHT

Federal Men, Pilots Confer On New Rules

Results of Conference Here to Be National in Effect--
U. S. Army Ambulance Plane to Come After Purcell--
Other Two Better.

A CONFERENCE of U. S. Government officials and glider pilots on proposed new regulations covering gliding, was held here Thursday.

Lack of prevailing winds prevented pilots from doing any soaring during the day, although ships were in readiness at East Hill and at South Mountain. A few student pilots made auto tow flights at the airport.

Professor Peter Altman of the University of Detroit, presided at the session Thursday night.

J. G. Budwig, chief of air regulations of the Bureau of Aeronautics, Department of Commerce, Washington and Inspector Asbury H. Meadows were present as federal representatives, Mr. Budwig having called the conference for the purpose of securing information as to changes needed in regulations covering gliding. The meeting was of national importance, decisions made requiring only the approving of the Commerce Department to become binding upon all pilots and at all contests.

As the result of the conference Mr. Budwig will suggest to the department new regulation covering physical examination of glider pilots, granting federal certificates to glider schools complying with government regulations, increased supervision of gliders with reference to strength in air, licensing instructors in glider schools, strict regulation of glider traffic, ban upon stunting.

His Glider In Air Over Sixteen Hours



With official and unofficial glider records being made almost daily during the day, even national records, American glider pilots are hard put to keep up with the competition. Just the other day Lieutenant R. S. Barnaby, Washington, set a new record for a 15-minute flight over San Diego, Cal. However, with Chellis and Barnaby's flights were made, there being no P. A. L. clear on the part of the time they made the record. The official international record is held by Lawrence Cloud, a German, with a flight of 11 hours. He secured it in this country, Indiana, although there have been several longer flights in the United States than the one made Wednesday by Albert E. Barnaby, who is the latest to set an official record, at 3.5 hours, done not on the American glider so designed, Albert E. Barnaby, the general manager of the Eastern Division of the Pennsylvania Railroad, who arrived here with his staff in a special train, after 12.30 hours, representative of the Elmira Division, joined the party. The general was in attendance at the airport and Mr. Barnaby and on his plane, Mr. Barnaby, in gliding and proving Elmira's preeminence in aviation such a center.

It was announced Thursday at R. S. Barnaby's headquarters the conditions of an first record made was the winning. Major William L. Purcell is returning to such an extent that he is unable to fly his own plane only the approval of Dr. Hamilton. Thomas F. York, director of the National Glider Association, is attending the contest. Dr. York, formerly assistant secretary of War for Aeronautics, is carrying for an aerial United States Army ambulance in case it should be transferred to the military.

Dr. York, Thomas Phillips, Jr., and Alvin K. who was seriously injured in the glider crash last night, it is on the way to recovery. Dr. Phillips reported the meeting. Mrs. Phillips and their daughter are here to attend the contest and are at the hotel.

One of the outstanding events of the contest was a special glider

J. Norman Weiberg, Elmira; Captain Frederick A. Pippig, Paterson, N. J.; James H. Stickler, Brooklyn; W. H. Franklin, Ypsilanti, Mich.; Wayne Blaisdell, Kalamazoo, Mich.; Lous F. Ross, Cleveland, O.; E. P. Warner, New York City; Donald F. Walker, Detroit; Sherman P. Voorhees, Elmira; Charles Gale, New York City; Er. Elliott, Washington.

Injured Pilots Recovering

It was announced Thursday at St. Joseph's Hospital the conditions of all three injured pilots are improving. Major William L. Purcell is recovering to such an extent that his transfer to New York awaits only the approval of Dr. Hamilton.

Sherman P. Voorhees, director of the National Glider Association, interested F. Trubee Davison, formerly assistant secretary of War for Aeronautics, in arranging for an aerial United States Army ambulance to come to Elmira to transfer the patient.

Captain Thomas Phillips, U. S. Army flyer, who was seriously injured when his glider crashed Monday, is on the road to recovery, his physician reported this morning. Mrs. Phillips and their 10-year-old son have arrived in Elmira and are at his bedside.

One of the outstanding events at the airport was a special glider shoe put on by the American glider champion, Albert E. Hastings, for R. K. Rochester, the general manager of the Eastern Division of the Pennsylvania Railroad, who arrived here with his staff on a special train. After C. E. Brinser, superintendent of the Elmira Division, joined the party the special train was sidetracked at the airport and Mr. Hastings put on his show, Mr. Rochester expressing the utmost interest in gliding and praising Elmira's progressiveness in securing such a contest.

[[right-hand inset article]]

His Glider In Air Over Sixteen Hours

[[photo]]

With official and unofficial glider records being made almost daily in every clime, even National Aeronautical Association officials are hard put to keep up with their bookkeeping. Just the other day Lieutenant John C. Crain, shown in inset, established a new international glider record for America with a flight of 16 hours, 38 minutes over the Island of Oahu, East Indies. Crain eclipsed the former international record held by Jack Barstow with a flight of 15 hours, 13 minutes over San Diego, Cal. However, both Crain's and Barstow's flights were unofficial, there being no F. A. I. timer on the spot at the time they made the records. The official international record is held by Lieutenant Dinort, a German, with a flight of 12 hours, 45 minutes in that country. Likewise, although there have been several longer flights in the United States than the one made Wednesday by Albert E. Hastings, his is the American official record, as it was officially clocked by an F. A. I. timer.

[[/inset article]]

Hattie Meyers Junkin Papers - Newspaper articles, 1931
Transcribed and Reviewed by Digital Volunteers
Extracted Mar-29-2024 04:24:54



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

The mission of the Smithsonian is the increase and diffusion of knowledge - shaping the future by preserving our heritage, discovering new knowledge, and sharing our resources with the world. Founded in 1846, the Smithsonian is the world's largest museum and research complex, consisting of 19 museums and galleries, the National Zoological Park, and nine research facilities. Become an active part of our mission through the Transcription Center. Together, we are discovering secrets hidden deep inside our collections that illuminate our history and our world.

Join us!

The Transcription Center: <https://transcription.si.edu>

On Facebook: <https://www.facebook.com/SmithsonianTranscriptionCenter>

On Twitter: [@TranscribeSI](https://twitter.com/TranscribeSI)

Connect with the Smithsonian

Smithsonian Institution: www.si.edu

On Facebook: <https://www.facebook.com/Smithsonian>

On Twitter: [@smithsonian](https://twitter.com/smithsonian)