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## **Hattie Meyers Junkin Papers - Newspaper articles, 1931**

Extracted on Apr-19-2024 10:24:32

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ing the affairs and presenting them, with fountain pens, to popular pilots for signatures. It is said that Captain (soon to be admiral) Alfred Heath started the craze and now the birdmen are reporting attacks of writers' cramp.

\* \* \*

Elmira physicians are benefiting by the glider meet and the general committee suggests a contribution to contest expenses. Sore necks by the score required attention Wednesday night as the result of the acute attack of glideritis suffered by those who watched the soaring ships most of Wednesday afternoon. "This 'rubber-necking' makes me feel at home" said one pilot from the all-wise City of New York.

\* \* \*

B. Bancroft Hunt Smith, treasurer of the Eastern Aeronautical Corporation, operator of the Elmira

[[second column]]

arrived in Elmira late Wednesday night to see the glider show.. He is particularly anxious to watch his fiend, Major Russell Holderman of Leroy, soar over this valley in a glider.

\* \* \*

Gardener "Peg" Nagle, chief pilot at the Elmira Airport, has proven a friend to glider men. He has towed them by airplane from airport to South Mountain as well as all over the city, giving some really spectacular demonstrations.

\* \* \*

Robert Hyde fastened three toy gliders together on South Mountain, and demonstrated a new stunt in soaring. "You certainly develop some crazy ideas," said Prof. R. E. Franklin of the University of Michigan, as he took the gliders from Mr. Hyde's hand and proceeded to fly them himself. As the golden sun sank to rest behind the blue-crowded hills Prof. Franklin was seen to attach another glider to the chain of three, while Mr. Hyde sat on a nearby rock, holding his head as he murmured, "And he called me crazy."

\* \* \*

J. G. Budwig, director of air regulations for the United States Department of Commerce, has been ordered to Elmira by the government to hold an important conference on gliding.

\* \* \*

Contest visitors have been enthusiastic in their praise of the canvass used by the Arnot Club to cover its gliders in transit. On either side is listed a score of Elmira business men who assisted the club financially in securing its ship. It has been suggested that above the names be placed this line: "Business boosters for a more widely known Elmira."

\* \* \*

To be cited for distinguished ser-

vice is the high honor about to be conferred upon the Elmira Amateur Radio Association, which is operating two stations in connection with the glider contest. This citation will be the result of securing prompt aid for Major W. L. Purcell, after his accident, and will be conferred by the American Relay League. Daily these stations are in contact with Germany, reporting contest results.

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[[third column]]

[[image; labeled 'BUD STICKLER']]

THE accompanying pictures show some of the figures who made glider history in yesterday's events. Stickler, on his second soaring flight, remained in the air for seven hours, 28 minutes, 30 seconds, losing the American duration record to Hastings by one minute, 30 seconds. Franklin remained in the air practically as long as Hastings and Stickler, but was disqualified because of his landing. Mrs. Holderman and Mrs. Barnaby qualified for Class C soaring licenses, the first women in this country to hold earned licenses of this type. Later Mrs. Holderman established a new women's duration record with a flight of 46 minutes. Schempp soared to Milan, Pa.

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[[fourth column]]

[[upper left image; labeled 'WALLACE FRANKLIN']]

[[lower left image; labeled 'MRS. RUSSEL R. HOLDERMAN']]

[[upper right image; cut off]]

[[lower right image; cut off]]

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