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Hattie Meyers Junkin Papers - Newspaper articles, 1932 - 1936

Extracted on Oct-22-2021 05:52:43

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day we got rain--and heat. And as [[cut off the top of the print]] concerned I guess the dust is preferred.

At least I never hear of dust postponing a speed trial. That's what yesterday's rain did. As a result the trials are less than half completed. But the timers and testers are toiling like Trojans and everybody expects (or hopes) the trials to be completed by Saturday night. Even when the actual tests are completed the mathematicians must labor over pages and pages of figures and work out the handicap for each plane.

There has been a bit of humor and pathos mixed in with the work, tho. The boys down on the Navy pier at Bellevue, who are judging the trials had a scare the other day. The Navy was doing some testing of its own. Just practicing with some 2000-pound torpedoes. They were shooting the things out into the river just to see if they would go straight. But one of them had evil intentions, or got timid out in the deep water, turned around and headed for shore.

It happens that the shoe at that point is occupied with a tent housing the delicate photographic electric timing instruments for the speed trials. On came the torpedo, twisting violently in the water. With a thud and hit the bank. But nothing happened. At least that's what the men found out when they came back.

It was only a smoke bomb gone wrong.

There was some heart-rendering pathos too. Jack Wynne, chief judge, was taking an assistant judge down to the pier in a speedboat. Halfway down the river they met another boat bearing reporters and cameramen.

A couple of them wanted to board Wynne's boat to go down and get some shots of the speeding planes. So they pulled alongside to effect the transfer.

The assistant judge (name omitted by request), hanging onto the hand rail, leaned far out to fend off the other boat. Out ripped the rail fastenings and down plunged the judge.

Trials have their judges, and judges have their trials.

Some of the boys down on pier say that when Bill Payne streaked by yesterday in a little Monocoupe they could see the numbers on the top of teh wing. And that was from a 12-foot pier.

Cmdr. Ralph Barnaby played host to the Derby fliers at his home in Wesley Heights Wednesday night. Everybody had a swell time. Mrs. Barnaby is official hostess for the Derby and she did a fine job of it the other night.

Last night everybody put on their best clothes and went to the Mayflower for a banquet and dance. The banquet was part of the N.A.A. convention, and the dance was given by the Aero Club of Washington. It was a big affair and all of the available celebrities of aviation were there. To name them would take another column. The most impressive thing, however, was the brevity of the speeches. In fact, they were just "remarks."

BOLLING FIELD

Col. Weaver to Langley Field in a Douglas: Maj. Pirie to Langley Field in a Douglas; Lieut. Lowe to Aberdeen in a Douglas: Lieut Shulgen leading a flight of 11 Boeing pursuit ships to Langley Field.

NAVAL AIR STATION

In observation planes, Lieut. Pirie to Valley Stream N.Y.: Lieut Brown to Floyd Bennett Field: Lieut. Pihl to Floyd Bennett Field: Lieut Farnsworth



to Hampton Roads: Lieut. Lynch to Philadelphia: Lieut. Lee to Hampton Roads: Lieut. Comdr. Stump came down from Lakehurst in a fighter: Lieut Ellis to Dahlgreen, VA., in a trainer. [[?]] by truck Mule [[?]] Way (handwritten)

WASHINGTON-HOOVER AIRPORT

C.P. Arras come in from New York in a Stinson: E.F. Ball flew in from Muncie, Ind., in a Waco: Art Killips flew down from Hagerstown, Md., in a Waco: Jim Bay took off this morning for Whlow Grove, Pa., in an Autogiro.

Derby Speed Trials Continue: Akron to Visit Capital Today

Formation Flying by Service Planes Also Feature; Poor Weather Slows Race Tests

With the crack of the starting gun for the Transcontinental Air Derby three days distant, speed trials continue to be the focal point of attention here.

[But to the flash of the [[cut off]] flights will be added today a [[cut]] to the Capital by navy director Akron, followed by formation s[[cut]] by service planes.

With only six trials completed on Wednesday and inclement weather permitting only that many mo[[cut]] yesterday, race officials find themselves faced with a big task in completing the testing of nearly 20 more planes.

MORE ENTRIES EXPECTED

Only two days remain for the running of the trials and several more entries are expected by Saturday night. Meanwhile timers and trial judges are working at top speed to finish in time for the take-off Sunday afternoon.

At noon today the Akron is scheduled to make a flight over the city. From 2 o'clock until 4 Army and Navy planes will participate in tactical problems and formation flying over Washington.

Both flights are being sponsored by the George Washington Bicentennial Commission and the National Aeronautical Association in observance of Orville Wright's birthday.

MEETINGS, TOURS PLANNED

Thruout the day various meeting and sightseeing trips will be conducted by delegates to the annual convention of the N.A.A., meeting at the Mayflower.

Public inspection of the contesting ships in the derby was to be permitted at Hoover Field at 10 a.m. and again at 6 p.m. At 8 p.m. a demonstration of airport lighting will be put on at Washington-Hoover Airport.

Handwritten notes on the side of the page: Top to bottom
Always Hostess for Aviation Events
Ford Reliability Tours - furious pimers

Have Aeto Club Pic



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