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Hattie Meyers Junkin Papers - Newspaper articles, 1932 - 1936

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Adverse Weather Grounds Pilots; Welcome Guests

Gilders Becalmed for Entire Day Much to Disgust of Visiting Birdmen—Inspector Meadows Calls Special Conference to Eliminate Flying Risks—Cleveland Team Is Given Glad Hand by Referee Ross—B Licenses Secured—Spot Landing Contest Held.

Elmira's visiting birdmen, lacking the power to flap their wings, were becalmed at the airport, Tuesday, their gliders in a long row giving the field the appearance of a national air show. Auto towing was used extensively to entertain a late afternoon audience but the pilots longed to be on the mountainside and as a result the spirit of contest was absent.

In the morning, when weather indications favored mountain flights, Inspector Asbury H. Meadows was forced to call a special conference of pilots to arrange for the elimination of frisks with which he had been impressed. This meeting resulted in a change in rules that received the inspector's approval and he stated that he felt some danger points had been eliminated without cause for friction.

Protects Pilots

The inspector's chief concern was the younger pilots, entered in the contest work for the first time, and he feared their enthusiasm might lead them to emulate the work of the seasoned campaigners and thus meet with disaster. As the government's representative on the field he followed a course receiving approval from contest officials.

The contest for pilots holding B licenses, involving the best spot landing, after auto tow, with flight of at least 60 seconds, was entered by A. L. Lawrence, Allan Rooke, Jacob S. Fassett, Providence, R. I.; Henry Hallett, American Legion Glider Club, Elmira; A. G. Sayre, Canton, Pa.; Norman J. Welberg, Arnot Glider and Soaring Club, Elmira; Edward Barton, Arnot Club, Montour Falls. None of them, however, qualified for the prize although M. Welberg made the best record.

Receive Licenses

Albert Sayre, Henry Hallett and Benjamin L. Welch, the latter of Troy, Pa., qualified for B licenses, while Mrs. Russel-Holderman of LeRoy, made a test flight. She is regularly entered in the contest and has her eyes upon the major prizes.

Referee Louis F. Ross of Cleveland, held a "family" reunion late Tuesday afternoon when Jack Yancher, Dick Fitzsimmons, Oliver Mavard and Amos L. Wood Jr., arrived from the old home town. Mr. Yancher is secretary of the Cleveland Gliding Association of which his associates are all members. Mr. Ross is recognized as the "father" of this organization and is proud indeed of his offspring.

Visit Mountain

Franklin K. Iszard and Edward Barton of the Arnot Club visited South Mountain in hope of catching a passing breeze but Mr. Barton's flight proved that Old Man Weather was running things to suit himself. However, today is another day and the assembled pilots live in hope the wind freshens to record-making proportions.

Wallace Franklin of Ypsilanti Mich., arrived with a new glider. Elmira's will remember Franklin as the pilot who took the landing to the mark event in last year's meet. His ship came to rest three inches from



stake.

Other arrivals were the Enna Jettick Glider Club of Buffalo, who brought a purple and silver Mead glider for the contest. Members registered in the meet are Loran Lake, president; W. R. Buell, Leon Ryker, James Cramer and Carl Birtsche, all of Buffalo.

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Reporter Views 'Spot Landings'

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Lientenant R. S. Barnaby, Washington, is a diplomat. Speaking over the microphone for the entertainment of airport guests. Tuesday, he said he came to Elmira with one idea fixed firmly in mind-he was going to make a spot landing and push the flag right into the ground. But his wife took off first and landed within 2 1/2 inches of the mark. "So," said the lieutenant, "I'm out of that contest. They aren't going to say Barnaby is playing second fiddle to his wife.

Sherman P. Woorhees, director of the National Glider Association, left for New York Tuesday after-[cut off] Contest as well as to confer with some distinguished New Yorkers who are coming to the meet, probably in a special train.

When Captain Frank M. Hawks arrives later in the week he may be accompanied by J. H. Lapham, director of the Texaco Oil Company, flying his own plane, with his son, John, 18, as "co-pilot." Mr. Lapham has an urge to try his hand at gliding.

Edward P. Warner, editor of Aviation, has just sent an urgent message to David Ingalls, Assistant Secretary of the Navy for Aeronautics who pilots his own planes. The

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