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Hattie Meyers Junkin Papers - Journal articles, 1930s

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MARCH-APRIL, 1955

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JOINT JAS-SSA MEETING

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Bight testiming programs. In the demonstor period Diejer J., Witten, USMC of the Office of Navid Research, spoke of fire boundary layer and other and remain booth using fillers, being sponsored by plat noder consideration scherely it plat noder consideration scherely it rations inductry would have it repre-toring glider training programs. The scalar was bounded by the

The section was henced by the presence of Mr. Genere C. Lacening, Mr. Locating in commenting on the outperts, drassed also the mointmore which gliding readd render partic-stick gliding readd render particshely in the fields of arredynamics and education.

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[Second column]

SOMEONE should be flying my Air-100. Ship is now priced at \$2,000 with trailer, but less instruments. Hollis Button, Valley City, No. Dakota.

USED GLIDER LIST Here are some good buys in used gliders:

LK \$1,250.00 Instruments in both cockpits, trailer, recovered 1952, located on West Coast.

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[/Second Column]

[Third column]

UNUSUAL GLIDERS (Continued from Page 22)

(Continued from Page 22) combination a five-motored airplane with two fuselages. Due to the launching problem and to its extreme vulnerability to enemy action while aloft, the Me-321 was converted to a powered airplane, the Me-323. The airframe was identical except where necessary to accommodate six French Gnome-Rhone 14N radial engines of 990 HP. These were located on the leading edge of the center section in a conventional manner, and gave the Me-323 a high speed of 136 MPH at a takeoff weight of 43,000 kilograms or 96,000 pounds. It is interesting to note that this practice of converting standard military gliders to powered aircraft was followed by the Germans with other models, and also by the British and Americans.

JOINT IAS-SSA MEETING

(Continued from Page 26)

ture is bright. They will be used again this spring for high altitude wave study in the Sierra Nevadas. Pressurized cabins or even pilotless sailplanes under radio control are being considered. For future convection, turbulence, and cloud physics studies, gliders using new and improved instruments are planned.

Lieutenant Obarr discussed gliding's future role in the field of aircraft education and training. He stressed the increasing need of aviation personnel and the urgency of interesting young people in aviation if the needs of the industry and operations are to be filled. He felt that the glider was one key to the solution of the problem, both through building projects in the schools, and through properly supervised and regulated flight training programs.

In the discussion period Major J. Wilcox, USMC of the Office of Naval Research, spoke of the boundary layer and other such research work using gliders, being sponsored by ONR. He also mentioned briefly a plan under consideration whereby the aviation industry would insist in sponsoring glider training programs.

The session was honored by the presence of Mr. Grover C. Loening. Mr.

Loening in commenting on the subjects, stressed also the assistance which gliding could render particularly in the fields of aerodynamics and education.

[/Third column]

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