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Hattie Meyers Junkin Papers - 2nd National Soaring and Gliding Contest, Progress report, 1931

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[[3 columns]]
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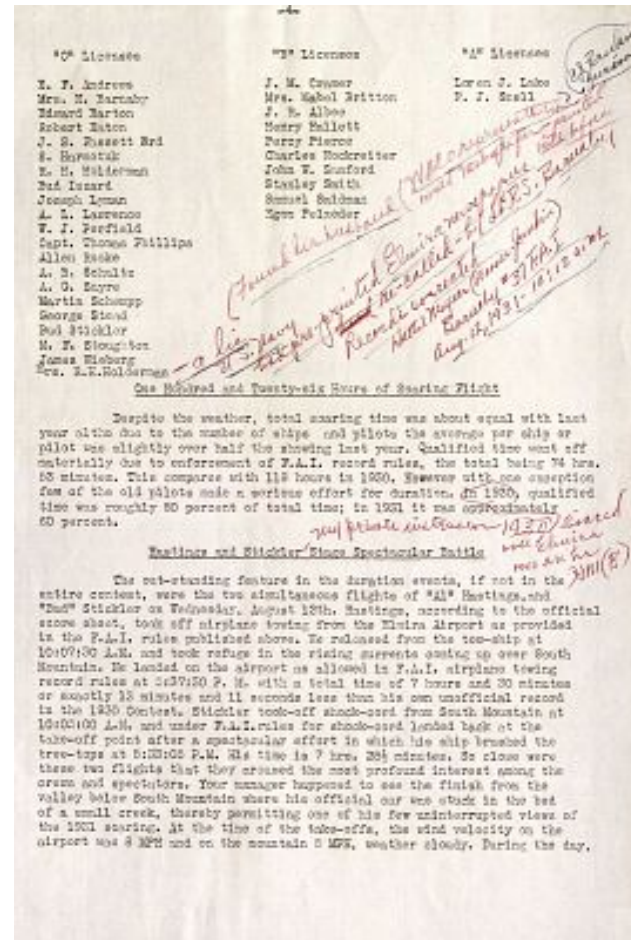
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 Martin Schempp| | |
 George Stead| | |
 Bud Stickler| | |
 M.F. Stoughton| | |
 James Wieberg| | |
 Mrs. R.H. Holderman| | |

[[underlined]] One Hundred and Twenty-Six Hours Soaring Flight
 [/(underlined)]

Despite the weather, total soaring time was about equal with last year altho [[although]] due to the number of ships and pilots the average per ship or pilot was slightly over half the showing last year. Qualified time went off materially due to enforcement of F.A.I. recorded rules, the total being 74 hrs. 53 minutes. This compares with 118 hours in 1930. However with one exception few of the old pilots made a serious effort for duration. In 1930, qualified time was roughly 80 percent of total time; in 1931 it was approximately 60 percent.

[[underlined]] Hastings and Stickler Stage Spectacular Battle
 [/(underlined)]

The out-standing feature in duration events, if not in the entire contest, were the two simultaneous flights of "Al" Hastings, and "Bud" Stickler on Wednesday, August 12th. Hastings, according to the official score sheet, took off airplane towing the Elmira Airport as provided in the F.A.I. rules published above, He released from the two-ship at 10:07:30 A.M. and took refuge in the rising currents coming up over South Mountain. He landed on the airport as allowed in F.A.I. airplane towing record rules at 5:37:30 P.M. with a total time of 7 hours and 30 minutes or exactly 13 minutes and 11 seconds less that his own unofficial record in the 1930 Contest. Stickler took-off shock-cord from South Mountain at 10:05:00 A.M. and under F.A.I. rules for shock-cord landed back at the take-off point after spectacular effort in which ship brushed the tree-tops at 5:33:05 P.M. His time is 7 hrs. 28 1/2 minutes. So close were these two flights that they aroused the most profound interest among the crews and spectators. Your manager happened to see the finish from



the valley below South Mountain where his official car was stuck in the bed of a small creek, thereby permitting on of his few uninterrupted views of the 1931 soaring. At the time of the take-offs, the wind velocity on the airport was 8 MPH and on the mountain 5 MPH, weather cloudy. During the day,

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