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

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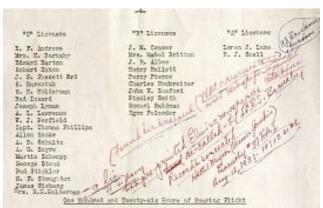
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[[underlined]] One Hundred and Twenty-Six Hours Soaring Flight [[/underlined]]

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 "All" Hastings, and "Bud" Stickler on Wednesday, August 12th. Hastings, according to the official score sheet, took off airplane towing from 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



Despite the weather, total scaring time was about equal with last year altin the to the mather of ships and yilots the average per ship ar plot use alightly over half the showing last year. Scaling of the weat aff materially due to enforcement of 7.4.1, record rules, the total bains W hrs. 15 minutes. This compares with 118 hours is 1800. Spectra with the one of the scale of the oils yilots make a working of the duration of 1800, pullified time was roughly 50 percent of total time; in 1921 it was compressionally to percent.

Bestines wit Stickler Sizes Spectroplar Battles the Charger

The ret-standing feature in the damption events, if not in the solire content, were the two absultances flights of "al" Bestings, and "Bad" Sublance as Related as a set of the solir a directing to the official snow sheat, body off airplane towing from the Haira directing to provided in the 2.4.1, rules published shows. It radiances from the too-ship at 1000730 4.8. and took rafage in the rising supersta contag up over South Samulai. Be leaded on the direct as allowed in r.4.1, airplane towing record rules at 5:30:30.2, M. with a total time of 7 hours and 30 minutes or another 10 simulates and 11 screecks like one matificial record in the 1430 Outlest. Sticklet tools-out ships built books in at 1000700 4.8. and under T.1.1, rules for shock-card from South Monthian at 10001001 4.8. and under T.1.1, rules for shock-card hands bady at the tobe-off point after a gasdpouldy affert in which due ship breaked the trace-type at 5:30:00 F.M. Mit they is 'irrs. 205 dimines. So close were these two flights 5 the tow of these the out for finites appendences or an ad specifier. The manager happened to see the finites from the origin after a particular in the official our new shark in the set of a until creak, thursky possitting our of his free miniterent point prices of the 1501 scring. It the tipes of the tobe-offs, the sint valueity on the support as 4 MH and to the somethin 1607, such the value. 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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