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Hattie Meyers Junkin Papers - Writings: "The Soaring 1940s: The American Way"

Extracted on Aug-17-2022 10:30:53

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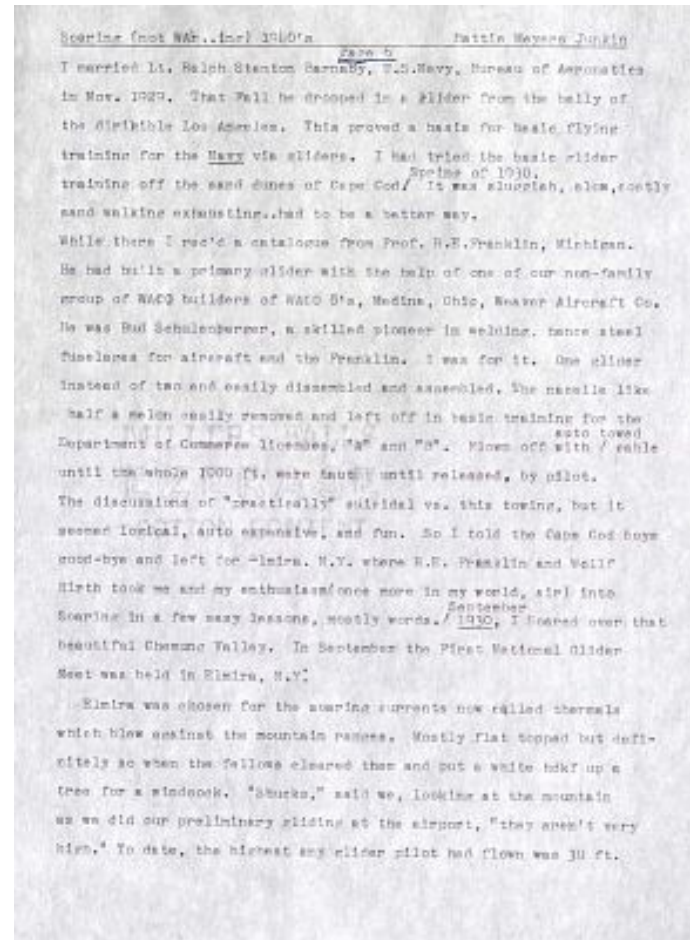
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I married Lt. Ralph Stanton Barnaby, U.S. Navy, Bureau of Aeronautics in Nov. 1929. That Fall he dropped in a glider from the belly of the dirigible Los Angeles. This proved a basis for basic flying training for the Navy via gliders. I had tried the basic glider training off the sand dunes of Cape Cod. [[insert]] Spring of 1930 It was sluggish, slow, costly sand walking exhausting.. had to be a better way.

While there I rec'd a catalogue from Prof. R.E. Franklin, Michigan. He had built a primary glider with the help of one of our non-family group of WACO builders of WACO 8's, Medina, Ohio, Weaver Aircraft Co. He was Bud Schulenberger, a skilled pioneer in welding, hence steel fuselages for aircraft and the Franklin. I was for it. One glider instead of two and easily dissembled and assembled. The nacelle like half a melon easily removed and left off in basic training for the Department of Commerce licenses, "A" and "B". Flown off with auto towed cable until the whole 1000 ft. were taut until released, by pilot. The discussions of "practically" suicidal vs. this towing, but it seemed logical, auto expensive, and fun. So I told the Cape Cod boys good-bye and left for Elmira, N.Y. where R.E. Franklin and Wolf Hirth took me and my enthusiasm (once more in my world, air) into Soaring in a few easy lessons, mostly word. September 1930, I Soared over that beautiful Chemung Valley. In September the First National Glider Meet was held in Elmira, N.Y.

Elmira was chosen for the soaring currents now called thermals which blew against the mountain ranges. Mostly flat topped but definitely so when the fellows cleared them and put a white hdkf up a tree for a windsock. "Shucks," said we, looking at the mountain as we did our preliminary gliding at the airport, "they aren't very high." to date, the highest any glider pilot had flown was 30 ft.



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