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## **Hattie Meyers Junkin Papers - Newspaper Articles: George "Buddie" Weaver**

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BLADE  
FIRST HOME  
Receiving Associated Press News  
Y, MAY 27, 1929 TWO CENTS

TEXAS FLIERS SET ENDURANCE RECORD

Fort Worth in Air 172 Hours; Speed, Altitude Marks Shattered; Ocean Planes Ready.

Special to the Blade  
With all motors functioning beautifully, aviation, the infant industry, roared into the new week Monday far in advance of all competitors in the matter of public interest. Virtually every news story of importance throughout the nation is either intimately or remotely connected with the flying art.

Endurance Mark Broken.  
Outstanding is the feat of R.L. Robbins and James Kelly in breaking the endurance record for all types of aircraft at Fort Worth, Tex. The hitherto unknown pilots who kept their single-motored, rebuild monoplane, the Fort Worth, aloft for 172 hours, 32 minutes and two seconds, were sleeping the sleep of victory Monday while flying enthusiasts everywhere marveled at their accomplishment.

While the Fort Worth aviators were coming to earth, Owen Haughland, Robinsdale, Minn. and Gene Shank, Minneapolis, took off from Wichita in a Cennna monoplane in search of a still endurance mark. They were still aloft and "going strong" Monday.

Transoceanic Planes Ready  
At old Orchard, Me., two crews of transatlantic flyers-American and French-were waiting impatiently to take off on non-stop hops to Rome and Paris. Latest indications were that neither plane would get away before Tuesday.

The air departments of both the army and navy likewise are playing parts in the aviation pageant now passing in review before the public.

In Washington, the navy is exulting over the smashing of all speed records for standard naval seaplanes by Lieut. W. C. Tomlinson. Lieutenant Tomlinson drove his Wasp-motored Curtiss fighter over a 100-mile course to win the 10th Curtiss marine trophy race at an average speed of 175.01 miles an hour.

It is significant to note that only one serious accident was reported of almost innumerable flying activities of the week-end.

At Summit, N. J., Pilot Richard Perry is dead and two passengers are injured as the result of the crash of a "sightseeing" plane.

French Set Record  
Two French army pilots, reports reveal, Monday were in possession of the world's speed record for 5,000 kilometers. The two, Commandants Weiss and Girier, flew for 26 hours at an average speed of 111.78 miles an hour.

**BLADE** FIRST HOME  
Y, MAY 27, 1929 \*\*\* TWO CENTS

**ACT DEPENDS IN ELECTIONS IN BRITAIN**  
Opposition Settlement Can Make Little Progress Before Thursday.

**ITH SIDES SEEK FINAL AGREEMENT**  
Anglo-Turk Treaty Being Discussed in Germany—Is Accepted After Revision of Its Plan.

**Life Threatened**  
German Flier Hits 41,000-Foot Mark

**"Buck" Weaver's Son, 10, Flies Plane by Himself**  
Youngster Earns Wings on Trip From Lorain to Cedar Point; Takes Controls From Parker Crane, Noted Pilot.

**2 RACE DRIVERS INJURED HERE**  
Fl. Missed Coast Marked by Sandbar of Two Miles.

**French Set Record**

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At Dessau, Germany, the altitude record went by the boards when a Junkers monoplane rose to a height of 41,010 feet.

Announcement was made in Russia that Aug. 9 a Russian plane will leave Moscow on a 12,500-mile flight to New York by way of Siberia and Alaska.

In Washington, the army announced the appointment of 224 students to the army corps fields at San Antonio, Tex., and Riverside Calif [[cutoff]]

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Life Threatened  
[[image of woman]]

Constance Morrow  
Reported threats against the life of Miss Constance Morrow, youngest daughter of Ambassador and Mrs. Dwight B. Morrow, are being investigated, since the hurried departure of the family and Col. Charles A. Lindbergh for the Morrow summer home at North Haven, Me.

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German Flier Hits 41,000-Foot Mark  
Special to the Blade  
Dessau, Germany, May 27-Willy Neunhofer, young German aviator, was being hailed as the world's altitude flying champion Monday following his sensational feat in reaching a height of 41,000 feet in a Junker monoplane of the same type as the transatlantic airplane "Bremen."

Neunhofer's record is subject to confirmation by the International Aeronautic federation.

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"Buck" Weaver's Son, 10, Flies Plane by Himself

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Youngster Earns Wings on Trip From Lorain to Cedar Point; Takes Controls From Parker Cramer, Noted Pilot.

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BY R.E. ROBERTS  
THE flying son of a flying father earned his wings Sunday morning when George "Buck" Weaver, 10, a fourth grade pupil at Whittier school, son of "Buck" Weaver, former army flying instructor, took over the controls of a Cessna monoplane high in the air and piloted the ship from Lorain to Cedar Point, a distance of 50 miles.

Returning to Toledo from Cleveland with his mother, Mrs. Hattie Meyers Junkin, widow of two airmen and one of the two women members of the "Early Birds," an exclusive air organization, "Buck" took over the controls of the big Cessna from the Parker Cramer, noted flier, while flying 2,800 feet above Lorain.

Speeding through the air at 110 miles an hour, "Buck" amazed both his mother and Cramer by handling the plane like a veteran.

To test the youngster's knowledge of airplane handling, Cramer put him through several turns and banks, "Buck" handling them like a veteran pilot. The trip from Cleveland to Toledo was made in 45 minutes.

It was "Buck's" first time at the controls of a plane in the air, the young airman having had considerable handling of a plane on the ground.

The youngster was given a royal greeting at Cleveland by a number of mail fliers, in addition of Major Berry, commandant of the Cleveland airport, who was a flying instructor with "Buck's" father in the army air corps.

Parker Cramer, whose air life has been crowded with thrills, was frank to admit that "Buck" gave him an added thrill by handling the plane without any suggestions from him. Cramer plans to continue the boy's flying instructions personally, so pleased is he with "Buck's" ability [[cutoff]]

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2 RACE DRIVERS INJURED HERE

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Ft. Miami Event Marked by Smashup of Two Autos.

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S. H. Jarrett and Sam Ross, speedsters who competed in the 100-mile auto race at Fort Miami Sunday were injured when their cars went through the railings.

Jarrett received a broken arm when his car skidded on the curve near the grandstand, went through the rail and crashed into a telephone pole. He was able to climb from the wreckage and get into the ambulance unassisted.

Ross, in trying to avoid crashing into another machine, drove his automobile through the outside railing on "death's curve." His arm and leg were broken.

The accident happened on the same curve where a racing driver was killed in a triple smashup last year. Both injured men were taken to a hospital in Clegg's ambulance.

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ACT DEPENDS  
ON ELECTIONS  
IN BRITAIN

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Negotiations Settlement  
Can Make Little  
Progress Before  
Thursday.

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BOTH SIDES SEEK  
FINAL AGREEMENT

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Germany Tries to Persuade  
Germany to Accept  
Allied Revision  
of Its Plan.

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BY PAUL SCOTT MOWRER  
Special Cable to the Toledo Blade and the  
Cincinnati Daily News, Inc. Copyright, 1929)  
Paris, May 27-The final  
negotiations settlement still is  
stalled and promises to  
continue more or less so until  
after the British elections  
Thursday.  
There have been a number of de-  
velopments, however. The Germans,

will be remembered, accepted  
airman Owen D. Young's figure of  
annuities of 2,050,000,000 marks  
with reservations, and the AI-  
accepted it in principle but  
with "bookkeeping" changes which  
reduced the figure in reality to 81,-  
000,000 a year more. They have  
recently revised this to 50,000,000.  
Mr. Young's present endeavor  
is to be to persuade the Ger-  
mans to accept the allies' readjust-  
ments of the German reservations  
also to persuade the allies to  
drop their bookkeeping ideas and  
bring down the annuity to the origi-  
nal Young figure. To this end he  
is urging that the problem of dis-  
tribution of the annuity among the  
allies be left for the governments to  
settle later. Also, with the help of  
the British he is urging that the  
marks settlement between Bel-  
gium and Germany be left to the  
governments.

Now that the Belgian elections are  
over, with apparently no great  
change in the Belgian political sit-  
uation, this idea should be accepted  
more easily than was possible prior  
to the elections. Conversations are  
continuing actively.

Meanwhile, France has informed  
the United States it intends to recon-  
sider ratification of the Mellon-  
Caughey war debts agreement con-  
sistently with the experts' report  
on reparations as soon as this is  
concluded, and the United States  
government accordingly has prom-  
ised France to try to get the war  
debts payment, due Aug. 1, post-  
poned by congress to May 1, 1930.  
The French Socialist party has  
passed a resolution protesting against  
the experts' method of making all  
payments in that part of the  
annuity reserved for actual repara-  
tions instead of the part of the  
annuity reserved to pay war debts  
to the United States.

The Socialists demand an appeal  
be made to the United States on this  
subject, giving absolute priority to  
reparations over war debts, and  
withdrawing French support to the  
United States in the disarmament  
question. Premier Poincare has re-  
sisted that the Socialists cannot dis-  
cuss these matters in the chamber  
of deputies until the experts' report

finished and has told the foreign

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