



Screamin' Weiner

excellent and complete list of leaders to whom cordial and personal invitations were issued. There is confidence now that as the word of the tremendous success of the 14th gets around, there will be a lot of those who couldn't make it in 1947 who can get to the 15th in 1948.

GENERAL COMMENTS

The foreign ships were something to see!

The AIR-100 of the French team is one of the most beautiful sailplanes ever to be flown in this country. It is designed on the "18 meter" formula; span 18 meters, area 18 square meters, and aspect ratio 18. It is said to be a development of and an improvement on the German Weihe. The French claim a minimum sink of 1.7 ft. per second and after the beautiful performance Valette put on with it circling over the field when nobody else could stay up, we are ready to believe it. With it Nessler set a new French distance record of 319 miles. The all metal SO-P1 with its drooping gull wings and roomy cockpit, was also of interest and with it Lepasne made some excellent flights.

The Eon Olympias were beautifully built and with one of these ships Wingfield took home with him a new British distance record of 216 miles, a goal and return record of 147 miles, and won the No. 2 British Golden "C."

The most outstanding ship at the meet was, of course, Dick Comey's Schweizer 1-21 (See Cover). We sincerely hope that many more of these fine sailplanes will be built.

The Screamin' Weiner and its new brother the Rigid Midget were also outstanding. Both MacCready and Parker say their minimum sink is around 3.3 ft. per second but their ability to circle tightly and stay in small thermals seems to make up for any disadvantage in this department. We are going to see more of those little jobs; Ray Parker says 50 sets of Screamin' Weiner plans have been sold!

The Zanonias is now ten years old and in any hands other than Johnny's would be ready to retire but she has been well kept and with every flight John proves that she still has what it takes and more. Harland Ross hopes to build five new Zanonias this year.

The Bowlus Super Albatross' also found their mettle, as if they needed to. Myron Wells copped darned near every worthwhile goal prize and a number of times beat out some of the better boys in the process. Hawley is planning to build five Supers in kit form this winter. He hopes to keep the price under the one grand mark.

With all of these new super sailplanes available the boys will have to go some with the surplus jobs next year.

Stan Smith's 207 mile goal flight in the old Yellow Peril, now the Excess Too (Stan's project is the XS-1),



Rigid Midget

showed that championship blood doesn't thin. Emil Lehecka's score was something to be proud of. American champion in 1930 and '31, Al Hastings, flew in in a CAP plane but didn't enter the competition. Chet Decker asserted plenty of "ex-champ" fight but business called him home before the contest ended. Floyd Sweet, in the champion ranks, patiently "sweat out" a series of plaguing minor damages to his ship—all from ground handling except one, a broken tow line on a triple tow start. Nessler, France's champion, showed the real stuff champions are made out of. The whole French team graced the contest, held high the honor and sportsmanship standards of fair France. Besides, they had a lot of fun! Then, too, Charles Wingfield, a top man in English soaring, offered plenty in championship performance, conviviality, sportsmanship, and jolly good fun.

Johnny Nowak with his black ten-gallon cowboy hat, in memory of the Lamesa Field days, was a picture long to remember—both an eye picture, and a tone-picture—as he carried on at the microphone during the events with his matchless patter. The spirit of a real soaring camp prevailed as the fine big barracks (the WAC unit) kept the gang close together. And, of course, the eats department was pretty much in the spirit of a camp, too. A good steady place to get short order. Some were prone to compare it to war-time mess, but the Kumulus Kafe did a fine job, and except for war-weary plumbing, the barracks housed the gang appropriately.

A point in organization of the contest staff should be of interest, especially in view of the fact that contests from now on surely won't be any smaller, have any less detail, present any fewer problems. The set-up was geared to a plan quite carefully drawn up in the early days of activity by the Contest Director in conference with the sponsoring group. Essentially everyone knew his duties, his responsibilities, his authority, and his superior. The system worked. The Contest wheels turned in good order. As in even



Zanonias