

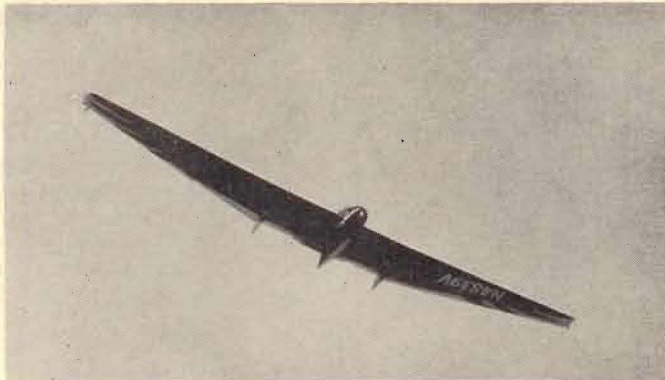
There was no tendency to drop off on either wing at the moment of stall, and the rudders seemed to have no feel whatever at that time. I did not determine whether this lack of control was the result of loss of airspeed or blanketing by the wing at high angles of attack. Because of the slight nose heaviness, it was necessary to carry quite a bit of up elevator in a normal glide, and it is doubtful whether there was enough elevator travel left to pull the wing into a steep enough stall to enable it to whip and possibly tumble.

Fred had reported that the right combination of landing speed, flap, and angle, was rather tricky, and advised me to land either with or without flap, but not to "work" the flaps during the landing as the ship was very responsive to them and would bounce all over. Following this advice, I flew the downwind and base legs of the pattern at 40 MPH, and applied flap only on final, dropping the nose slightly to maintain the same airspeed. The actual touchdown was made like any three-point landing, by increasing back pressure on the stick,

a conventional lightweight glider. Its small mass makes it lighter on the controls than our old standby, the war-surplus two-seaters, and it should be able to maneuver inside other lightweights like the Bowlus Baby. Whether this design will catch on in America or not is still open to question. It was designed to meet European conditions, and for trailering short distances in flat country the French method of hauling it may be all right, but that won't work well where the owners are used to trailering for thousands of miles over all sorts of rough terrain. Another change that seems logical is a landing wheel. The takeoff dolly proved totally inadequate when used on rough ground and was discarded, although it should work well on pavement. Ground handling was still a manpower problem, however, and could be greatly simplified with a permanent wheel undercarriage.

To sum up my opinions of the Fauvel AV-36, I can only say that I wouldn't mind having one at all—anybody wanna buy a "Wolf"?

The Fauvel wings are painted to represent a bird in flight.



Staff Photo

and holding off as the speed dropped. The ship touched on the rear of the rudder-spring skid, and apparently the combination was just right for it demonstrated no tendency to bounce, even on the rough ground of the "Emergency landing" strip at Elsinore. I had expected to find a noseover tendency as a result of the drag of the skid coupled with the relatively high center of gravity, but was pleased to find that there was none at all.

Altogether, it was a very enjoyable flight, and the apprehension over unknown flight characteristics of an unconventional design was unnecessary. With the exception of the very weak rudder control, which can doubtless be improved, the Fauvel handles like

Waltzing With a Cloud

By C. RONALD ELLIS

Soaring on a sunbeam
 Up to celestial heights,
 Rising to a living dream
 My sailplane in its flight
 Carries me on joyful wings
 Above the thermal's crest,
 Where fluffy whiteness laughs and
 sings
 In skies that Heaven bless'd.
 Each flight I pray, "Must I descend
 Through white and fleecy
 shroud?
 Must rapture always have to end
 My . . . waltzing with a cloud?"

21st National Soaring Model Gliding Meet

By LLOYD LICHER

On Sunday, August 1st, during the National Soaring Contest at Elsinore, California, a model glider meet was held. This brought together the model soaring enthusiasts and the top contenders for the National Soaring Championship. Model flying began at 8:00 A.M. and terminated at 12 noon, after which the regularly scheduled glider show began. A southeast wind picked up at 7:30 A.M. and cut into activity to some extent; however, enough model flights were made to assure success for this "extra" event at the Nationals.

A total of 21 entrants registered for the 3 events with the following results:

Towline Glider

- 1st Place—Jack Block,
Los Angeles, Calif.
- 2nd Place—Stan Friedman,
San Diego, Calif.
- 3rd Place—Forrest Allen,
Los Angeles, Calif.

Hand-Launched Glider

- 1st Place—Dick Everett,
Chino, Calif.
- 2nd Place—Ed Slobod,
Los Angeles, Calif.
- 3rd Place—Phillip Hainer,
Long Beach, Calif.

A/2 Flying Scale

- 1st Place—W. H. Paxton,
Glendale, Calif.
- 2nd Place—Walter Mooney,
La Mesa, Calif.
- 3rd Place—Dick Baxter,
El Cajon, Calif.

First place winners in each event won a plaque, presented at the Awards Banquet, plus a ride with Vic Saudek in the SCSA Pratt-Reed sailplane. Second place winners received introductory memberships in the SCSA which includes a subscription to THE THERMAL and the right to fly the club sailplanes at current club rates.

The modelers all stayed after their meet to watch the air show which followed and expressed inquisitive interest in the bigger sport. Those who won rides all reported favorably on the thrill received so that the meet sponsors can be assured that this extra event achieved the desired result. It is hoped that future National Soaring Contests will also try to conduct an associated model glider meet, the better to draw the advocates of both together and otherwise help fill in a dead spot in the program when spectators are arriving on the weekend morning with little to hold their attention in the way of action.