

cockpit which has been arranged very spaciouly. The instrument panel has been designed to receive two sets of instruments: (1) *Standard* (solo to Silver C); Air Speed Indicator, Altimeter, Variometer, Electric Turn & Bank, and Compass; (2) *Performance* (Gold-C & above); all of Standard plus Artificial Horizon, VHF Radio and Oxygen. The fabric seat for the pilot can be adjusted for height and inclination. The rudder pedals are adjustable in flight. Pilots ranging from 49 to 75 inches in height can thus find good comfort.

A ventilation system as well as a sun shade give the pilot all necessary protection during long flights. The whole cockpit is covered by a plexiglass canopy that opens to the right and can be jettisoned when necessary and which forms an integral part of the fuselage when closed.

The fuselage is kept rather high above the ground to insure better ground handling. It is protected by a short skid with rubber shock absorbers. The main landing gear is composed of a 13x5 inch wheel equipped with a brake, and a metal tail skid with a rubber shock absorber.

Wings: Each wing panel has a central rectangular part as well as a trapezoidal outer section. The wings terminate in streamlined tip fences which serve only to protect the ailerons when the wing is resting on the ground.

The airfoil sections are NACA 63618 at the root and NACA 63614 at the tip.

The trapezoidal part has 5° wash-out and 3° dihedral. The wing chord is 1.15 meters (3.78 feet) at root and 0.49 meters (1.61 feet) at tip. Wing taper is 0.42.

The wings are of orthodox wood construction with a single box spar and D-type nose. Plywood covering from leading edge to main spar. The latter is located at 37% of the wing chord. The whole wing is fabric covered, including those parts which are already plywood covered. The ailerons are also of wood construction with one spar and D-type nose. The whole is plywood and fabric-covered.

The dive brakes are of the Goppingen type and are located in the rectangular part of the wing behind the main spar. Of big dimensions,

they are made of wood and sandwich material.

The wing panels are fixed to the fuselage by four horizontal pins while the main spars are united by two cylindrical pins.

Empennage: The Fin is of wood construction, plywood covered, and fixed to the fuselage at three points. It is covered with a light fabric. The rudder is of orthodox wood construction and fabric covered.

The stabilizer is of wood construction with two spars, plywood and fabric covered. It is fixed at three points by two welded pins parallel to the longitudinal axis of the fuselage and a bolt perpendicular to this axis.

The elevator is in one piece and of wood construction with fabric covering. The whole unit is set back of the rudder as in the case of the Schweizer sailplanes. A trim tab is installed on the right hand part of the elevator. This tab is entirely made of wood.

Controls: All controls are partly push-pull tubes and partly cables. The wheel brake is actuated when the dive brakes are completely opened.

Use of Plastics: The rudder pedals, the nose-cowl, the wheel-well, the lower fuselage fairing and the upper, removable fuselage fairing have been made of plastics.

Technical Data:

Wing Span—16.08 meters (53 feet)
Wing Area — 15.50 sq. m. (167 sq. ft.)

Aspect Ratio — 16.7

Length — 7.06 meters (23 feet)

Empty Weight — 227 kg. (500 lbs.)

Total Weight — 324 kg. (715 lbs.)

Wing Loading — 20.9 kg/sq. m. (4.5 lbs./sq. ft.)

Load Factor — 10

Best L/D — 28

Max. L/D with Dive Brakes — 5

The Wassmer WA-20 "Javelot" is, besides the Breguet 901 and 904, the only French plane authorized to do cloud-flying.

As to its price, the manufacturer has not yet announced his intentions, the final price depending on the number of planes ordered, but it will be in the neighborhood of 1,750,000 francs (\$4,400.00).

(Editor's note: France is one of the few countries producing sailplanes that has reciprocal licensing agreements with the U.S. for imported sailplanes with approved type certificates.)

POSSIBLE CONTESTANTS

Shortly before press time, 33 pilots had written of their intention to compete in the Nationals at Bishop. So that you will know who you will have to beat to become U.S. National Soaring Champion, their names and home towns are listed below.

Leslie Arnold - Hayward, California
Dorman R. Brown - Tulsa, Oklahoma
Robert E. Brown - Denville, N. J.
George E. Coder, Jr. - Arlington, Tex.
H. Hutchinson - Santa Monica, Cal.
William Ivans - San Diego, Calif.
H. Wermuth Jensen - Elmhurst, Ill.
Fred Jukich - Mill Valley, California
Walter J. Krohne - Maitland, Florida
Joseph C. Lincoln - Scottsdale, Ariz.
Wallace G. Loewen - Reedley, Calif.
John Loufek - Garden Grove, Calif.
Dewey J. Mancuso - San Diego, Cal.
David E. McNay - Starkville, Miss.
James Meckoll - Long Beach, Calif.
Robert L. Moore - Richland, Wash.
Louis S. Rehr - Bridgeton, N. J.
James E. Sands - Houston, Texas
Victor M. Saudek - Los Angeles, Cal.
John Sawyer, M.D. - El Cerrito, Cal.
Richard E. Schreder - Toledo, Ohio
Paul A. Schweizer - Elmira, N. Y.
Frank M. Scott - Tulsa, Oklahoma
Harner Selvidge - N. Hollywood, Cal.
William E. Small - Littleton, Colo.
Andrew J. Smith - Tecumseh, Mich.
C. R. Smith - Tulsa, Oklahoma
Ned Snead - Austin, Texas
Paul W. Sparks - Aurora, Colorado
Sterling V. Starr - San Diego, Calif.
Victor Swierkowski - Sacramento, Cal.
Graham Thomson - Santa Barbara, Cal.
John W. Williams - San Diego, Cal.

As you can see, there is some stiff competition in the lineup and also a number of dark horses. Thirteen different states are represented in the list.

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