

WITH THE WEEKDAY WARRIORS

At last, as of 3 July, the Weather Gods *have* taken pity on us and sent a string of eminently flyable days. It did get warm enough to scare some people into staying home from the field on a few days, but we have had a goodly amount of action.

You will have noticed that your hardworking Editor **was**, in fact, up to the task and transcribed my report from Old Warden for publication last time. To add to that I must report that two weeks latter the Lysander took to the air at a Sunset Air Display without making the heavens open up on us. We were treated to flights by many other sharp-looking aeroplanes such as a E.A. Swallow, Miles Hawk Speed Six, Sea Hurricane, and the merely 74-yr-old D.H.51. Oh, yes, and in the middle of England, an Aeronca C-3 Master. I also went to two very good museums in Brussels, one aviation, the other auto; and up to Duxford where things are always changing. I came back with a load of pictures, mostly prints this time, which I will have at the meeting.

Closer to home, Jim Smith now ROGs his little Hawker Hart; he had to manage it when his hand—launcher deserted him for Old Warden. Jim built the Hart with no gunning and a standard windscreen on the rear cockpit, thus making it a Hart Trainer which should have been finished in-yellow. It may yet appear that way. Jim thinks that rudder response will be improved by an increase in dihedral and says he may recover the Fart, if only to stop me going on about the color.

Harry Gates's TwinStar has reappeared after its crash and now sports 3½" extensions on the wingtips to lower the wing loading. It suffered another crash, albeit a minor one, on 7/2 - apparent engine failure on the turn to final but back flying shortly, only to fall out of the air on 7/20. This last one - into the tall weeds with no damage — looked like either a radio problem, or possible tail—heaviness; it just wallowed all over the sky before the bottom fell out.

Sig Kadet Sr.s are getting a workout. Bruce Curtis has been flying the maroon/yellow job that Bill Bodley and Harry G. had at various times (and I think maybe somebody before Bill). He seems to be getting back into the swing of things. Doug McWha's all-yellow job now has a pair of big red patches on the upper wingtips to aid orientation. Doug has been doing a lot of flying with Harry Blodgett on the other end of the buddy - box cord, possible because the glue factory has Harry on the night shift and he can reinstate himself as a Weekday Warrior. Doug has a Super Tigre .40 in the Kadet and I was about to honor him and Harry with the Jim Smith Trophy For Flying The Whole Time At Full Throttle.