

Hattie Meyers Junkin Papers - Journal articles, 1930s

Extracted on Apr-19-2024 12:09:34

The Smithsonian Institution thanks all digital volunteers that transcribed and reviewed this material. Your work enriches Smithsonian collections, making them available to anyone with an interest in using them.

The Smithsonian Institution (the "Smithsonian") provides the content on this website (transcription.si.edu), other Smithsonian websites, and third-party sites on which it maintains a presence ("SI Websites") in support of its mission for the "increase and diffusion of knowledge." The Smithsonian invites visitors to use its online content for personal, educational and other non-commercial purposes. By using this website, you accept and agree to abide by the following terms.

- If sharing the material in personal and educational contexts, please cite the Smithsonian National Air and Space
 Museum Archives as source of the content and the project title as provided at the top of the document. Include
 the accession number or collection name; when possible, link to the Smithsonian National Air and Space
 Museum Archives website.
- If you wish to use this material in a for-profit publication, exhibition, or online project, please contact Smithsonian National Air and Space Museum Archives or transcribe@si.edu

For more information on this project and related material, contact the Smithsonian National Air and Space Museum Archives. See this project and other collections in the Smithsonian Transcription Center.

Soaring NOV.-DEC., 1941

THE STORY OF THE "Screaming Wiener"

By Wally Neugent

The Crown City Glider Club is one of the oldest clubs still active in Southern California. Organized in 1929, it has built a series of 4 ships, all being of original design both aerodynamically and structurally.

The first ship, an open trainer, and the first glider to fly from the top of Mt. Wilson, was flown by Harold Higbee a distance of 20 miles in 30 minutes to a landing at a pre-determined field in Arcadia.

The second ship, a 36-ft. full cantilever model of all-wood construction known as the "Ding Bat," with a 44 ft. span, was completed in 1932 and became known as the "Ding Batt 44."

With the advance of the depression the club membership dwindled down to three: Irv. Culver, Walter Burke, and myself. With undaunted interest in gliding we started work on a "two-place." This proved very expensive for it necessitated a large shop and a great deal of material. Forced to abandon the idea of the "Two-place," we decided to try to build a simple little ship with good performance; something we could build in an ordinary garage at a moderate price. We measured the garage and found it to be 18' 6" long. This factor limited the span of the ship to 36'. With this in mind we went to work on the drawing board on a design that would fit the garage. But the cost of aircraft plywood still remained a major problem. With a firm grip on our money we went shopping and found a 1/8" thick resin glued Douglas Fir plywood at a very reasonable price. So with the garage, the plywood, and a good many arguments (for which we are so well known) we started construction on a simple little ship which we hoped to have flying in six months.

This new plywood necessitated a good many changes from conventional structure, but with Mr.Culver's engineering ability we soon had a ship well on its way. The original plans did not call for a landing wheel but looking at it from a practical standpoint we made the necessary changes and installed one. Next there was the argument for and against spoilers. Well- we added the spoilers (I'm stubborn). We expected the ship to be a fast one and were concerned about aileron flutter, so we included a static balance on the aileron. Now came the question of how much washout the wing could stand-not much, therefore we added leading edge slots and highly differential aileron control.

As you can see, our simple little sailplane was taking on a few complications, and instead of six months we spent fourteen months in its construction. On April 13th, 1940, we were ready to make the test flight. Dawn found us well on our way to Rosamond Dry Lake. We did not want any observers on our first trip for we were not quite sure what to expect. So it was with great relief that we saw the ship rise gracefully in the air to a very successful maiden flight.

We had hoped to enter the Arvic Meet but were unable to do so due to some necessary minor changes. However, we entered the Southwest



THE STORY OF THE

"Screaming Wiener"

By Wally Neugent

The Crown City Gilder Club is one of the oldes dube still active in Southern California, Organized in 1923, it has bath a series of 4 sizps, all being of original design both secolynamically and encernally.

The first step, so open crainer, and the first glider or fly listen the top of left. William, was flown by Harold Highes a distance of 20 miles in 50 minutes to a looding, as a pre-discontinued field in Articalia.

The second ship, a 56-fe, full careflever model of allwood reservation known as the "Ding But," was completed in 1931.

The third thip, a refession of the first "Ding But," with a 44 ft, spin, was completed in 1952 and became known as the "Ding But 44."

With the advances of the depression the dath mentionship desirable down to from: Inc. Calest. Wither Boder, and report. With undersated instead is glading we stated work one it were-place. This promed very expensive fee is encountered a large steep and a great dead of material. Proceed we observed the relevant to the expension of the Two-place, we decided on my to build a simple first ship with good performance, newering up on old-leads in one contempreting we could be all our condensary groups at a moderate price. We measured the gauge and board on the 18° of long. This famely always are to work on this could be found to the the counterpart of the co

may what we improve to receiving a good many changes from convenional survivars, but with Mr. Colver's employering solutions convenional survivars, but with Mr. Colver's employering skilling we soon had a ship well on its way. The original plant all one call for a landing wheel he locking in from a practical standards we made the neumony-changes and standard one. Went there was the apparent for and against spaller. We deploy on the apparent for and against spaller. We deploy on the after one and were convented about alternot feature, but the standard a startly todance on the alternot. Now came the question of lanc match substant the wing could stand-outer morth, therefore we added finding odgs stom and a highly differential address consent.

As you can soo, our simple little sullplane was taking on a few complications, and resend of six execute we spens fearms meetin in its consensation. On April 19th, 1980, we were easily to realse the sure flight. These found is need to well on our way or Reinstein Day Lake. We did not make any observers on our first trip by we were not quite zero what is expect. So it was mid goat relatf that we now that they rise greeffully in the six to a very successful makes flight.

wage. We had hoped to enter the Arvic Hort but were unable to do so due to some occuracy admir changes. However, we control the Steadwers Securing Metro Beld of Wichita Falls, Texas, and captured the design competition trophy. Somewhere should the Securitarian design for Sec town whence thistened for this "Securating Wilson' and the native stack. Inspiration for the roote is the shall when the day reades while chimbing on the tubo-off.

Woody Brown flew the "Wiener" 164 code; in fere hours and three minutes, amining an alcitude of 6206face; for the third languar flight in the Wichita Falls con-

Highly plaused with the nazons of our skip in the Texts more, we named for home where we have since made many unconstill making flights at Reseased Day

(Coursely of "The Thermal")



THUMBS UP

Due to the ner now upon us, we queste see far into the furner of civilian scoring in this country. But we'd like to go on second as being sager and willing us coopetate with the Government in any way it see in

PEARL HARDOR needs a hit of recognition — sh, based Soaring Meet held at Wichita Falls, Texas, and captured the design competition trophy. Somewhere along the line some wiseacre christened the sip "Screaming Wiener" and the name stuck. Inspiration for the name is the shrill whine the ship makes while climbing on the take-off.

Woody Brown flew the "Wiener"

feet, for the third longest flight in the Wichita Falls contest.
Highly pleased with the success of our ship in the Texas meet, we turned for home where we have since made many successful soaring flights at Rosamond Dry Lake.
(Courtesy of "The Thermal")
[[image of plane]] Loomis

THUMBS UP!

Due to the war now upon us, we cannot see far into the future of civilian soaring in this country. But we'd like to go on record as being eager and willing to cooperate with the Government in any way it sees fit. PEARL HARBOR needs a bit of recognition- eh, boys?

Hattie Meyers Junkin Papers - Journal articles, 1930s Transcribed and Reviewed by Digital Volunteers Extracted Apr-19-2024 12:09:34



Smithsonian Institution

Smithsonian National Air and Space Museum Archives

The mission of the Smithsonian is the increase and diffusion of knowledge - shaping the future by preserving our heritage, discovering new knowledge, and sharing our resources with the world. Founded in 1846, the Smithsonian is the world's largest museum and research complex, consisting of 19 museums and galleries, the National Zoological Park, and nine research facilities. Become an active part of our mission through the Transcription Center. Together, we are discovering secrets hidden deep inside our collections that illuminate our history and our world.

Join us!

The Transcription Center: https://transcription.si.edu
On Facebook: https://www.facebook.com/SmithsonianTranscriptionCenter

On Twitter: @TranscribeSI

Connect with the Smithsonian Smithsonian Institution: www.si.edu

On Facebook: https://www.facebook.com/Smithsonian

On Twitter: @smithsonian