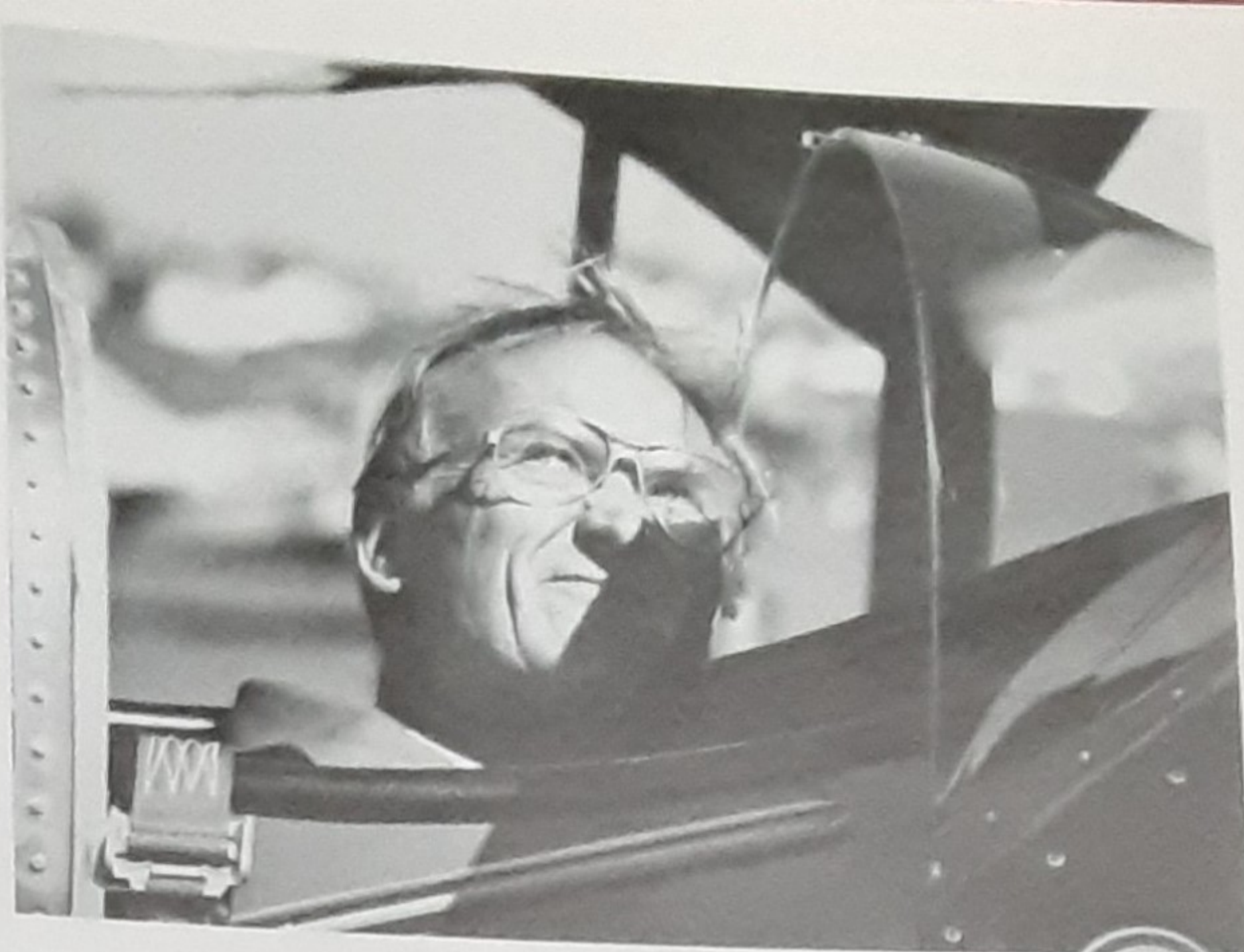




Manfried Stroessenreuther, West Germany, gets ready.



"Curse You" . . . Henry Haigh watches the hun.

Even Canada, whose Department of Transport closely follows the whims of FAA, is severely restricted. There is a Bucker Jungmeister replica, for example, that is prohibited from doing aerobatics! Recently, the CAP 20 was refused a C of A in Canada, because the government test pilot compared it to norms usually reserved for Cessna 150's. It was pronounced unstable! As a boy once observed in the gymnasium showers, "Some men are more equal than others!"

Bureaucratic restraints notwithstanding, probably the biggest holdback of all in international competition is the horrendous cost of competing. It cost each and every competitor from Germany 10,000 marks just to get man and machine to Oshkosh, for example, which works out to about \$6000 per head! The Aussies reckoned, after the first two programs, that it had cost them about \$15,000 for 12 minutes flying! It was no wonder that the 1974 World Championships that were scheduled for North America got cancelled.

It seems obvious to this writer that there is a dire need for a means of easing this situation. **By no means** should the present unlimited quest for supremacy of man and machine be inhibited. Don't get me wrong. But a **second** category should be created, aimed at low cost and better pilot-skill orientation.

If a category was created where every pilot flew the same model of aircraft, for instance, that might give a better pilot-to-pilot competition. But more important, it could radically reduce costs, which would do no amount of good in keeping the sport alive.

For one thing, a moderate power limit could be selected — say about 150 hp — which would vastly reduce fuel costs. Naturally, it would have to be on a displacement basis, and all of the problems now involved in formula racing would arise.

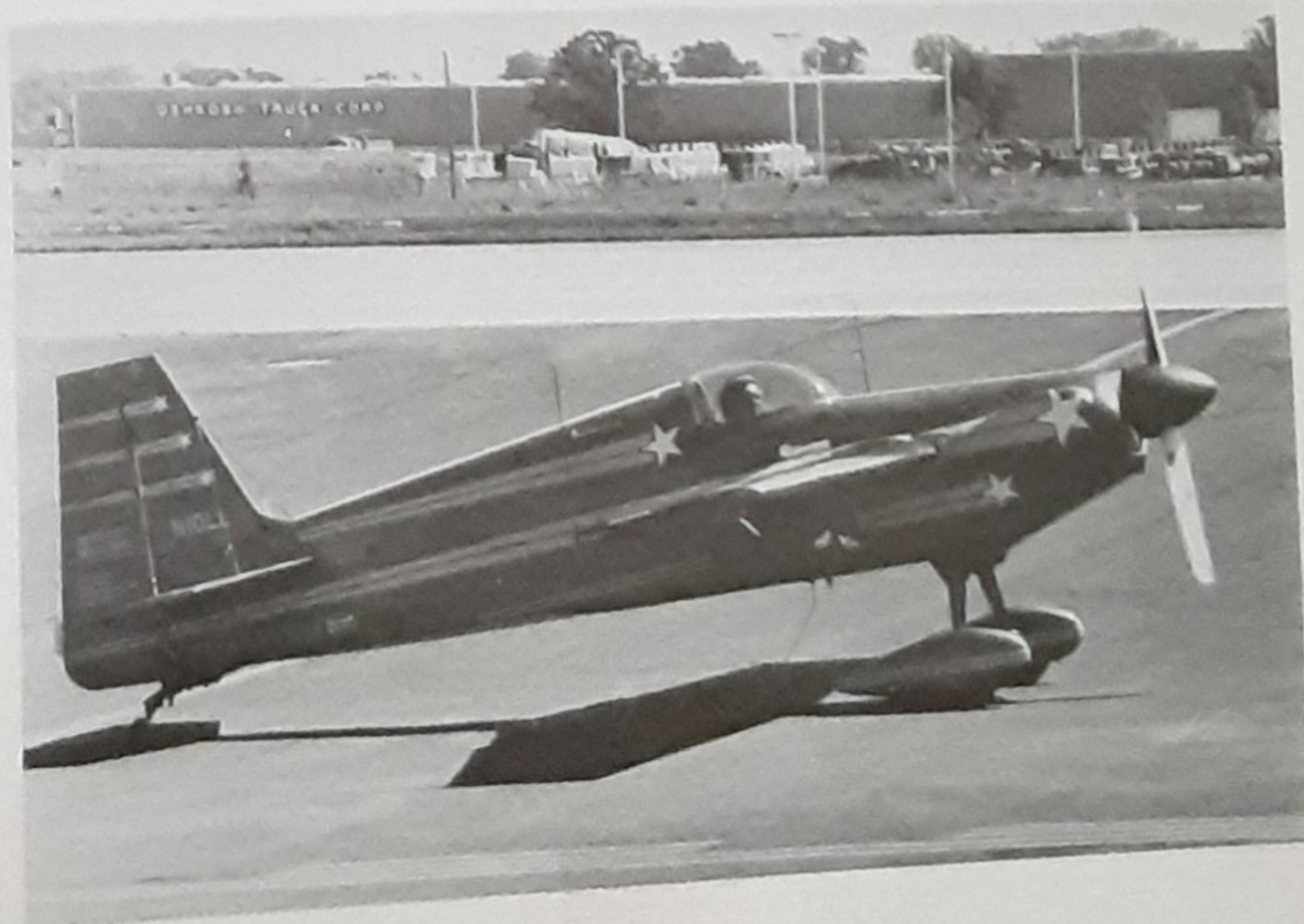
Just think for a moment, though, if a moderate-performance **standard** airplane and engine were selected. Chris Heintz's new 150 hp Acro-Z, for example. If all of the interested countries had a stable full of these — which is not all that unrealistic, because it is simply built — then look at how inexpensive it would be to compete at a world level. For an American to compete in, say Britain, all he need do is train in his local airplane, get himself to England, and use one of theirs — drawn from the lot at random, of course. Just like they do in sailing.

End of sermon.

According to those who have made the trek to the other World Meets, WAC 80 was probably the best organized of them all. Using EAA facilities helped, of course, but quite a few innovations made things better. Positioning and excursions from the box were auto-



Kermit Weeks, U.S.A., concentrating.



Leo Loudenslager, U.S.A., in Lazer 200.