

Wedell-Williams "We Will Jr."

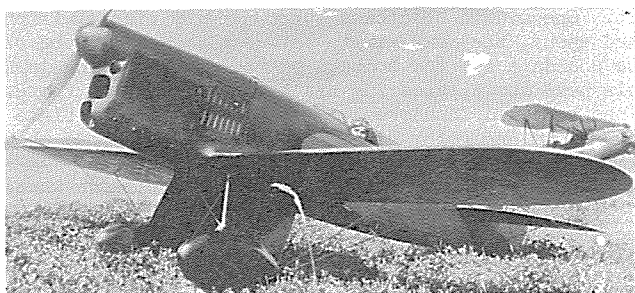
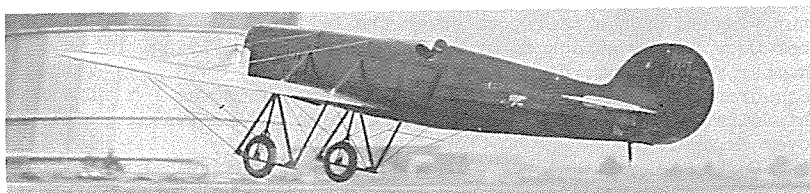
by Charles G. Mandrake

James Wedell, itinerant one eyed flyer from Texas, met Louisiana lumber baron Harry P. Williams in 1928. Subsequently, Williams' money and Wedell's inherent aeronautical talents were combined in Wedell-Williams Air Service, Inc. Along with flight instruction and all types of commercial flying activities, the company embarked on the production of mail and sport airplanes of original design. Later efforts resulted in several very successful airplanes designed purely for racing.



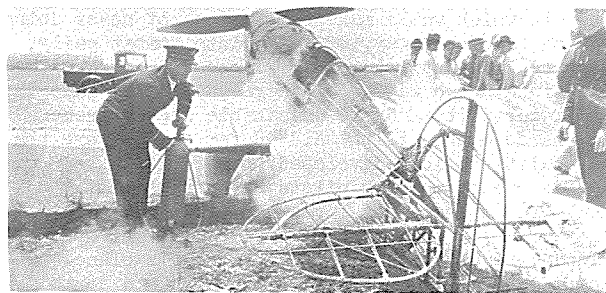
Smallest of three planes built in 1929 was the fragile appearing "We Will Jr." shown outside the Wedell-Williams shops near Patterson, La. (photo - manufacturer)

"We Will Jr." gets off the ground at the start of the 5,541 mile cross-country All America Cirrus Derby Race of 1930. Pilot Jimmy Wedell lost too much time repairing damage after a crash landing at the half-way point and finished seventh.

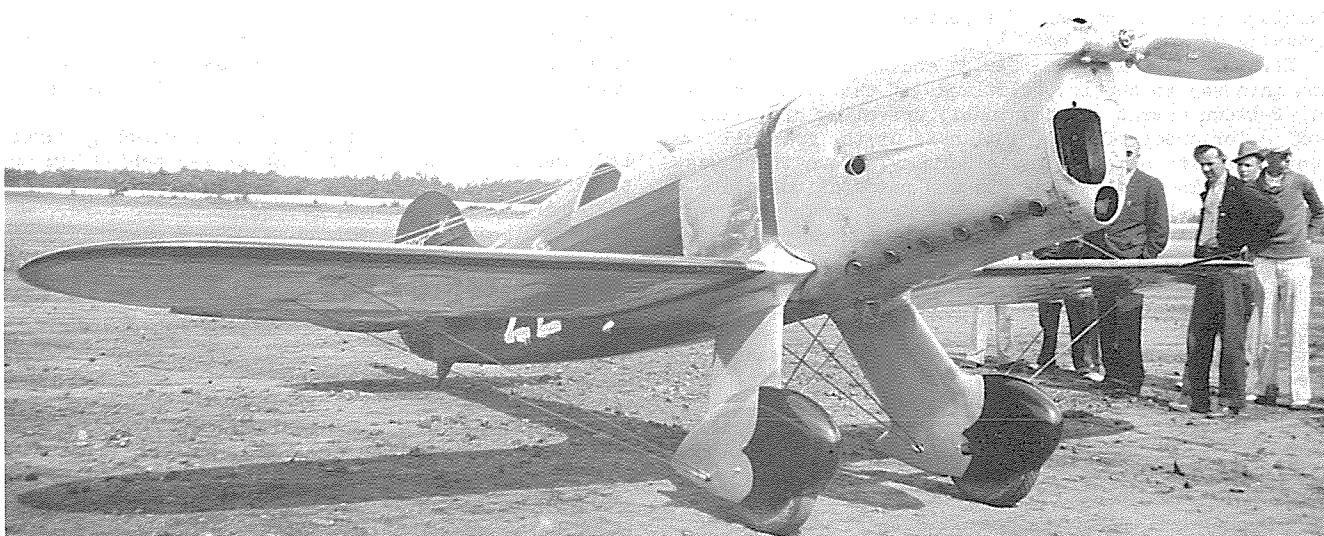


Rebuilt version of airplane with shortened wings and fuselage was intended for the 1932 National Air Races but did not appear. It was officially designated the model "22".

A four cylinder Menasco engine replaced the four cylinder Cirrus powerplant in 1933 when W. A. Mac-



Donald flew the plane at the 1933 Los Angeles National Air Races. 185 mph was recorded in the Shell speed dashes but the engine malfunctioned during the first closed-course event entered. As MacDonald touched down, exhaust sparks ignited fabric and he managed to leap to safety while the plane was still rolling. (photos - R.R. Sheak)



After being rebuilt in California, the "22" appeared for the last time at the 1935 National Air Races. It was outclassed by the other competing airplanes and finished seventh in the Greve Trophy event with Dave Elmendorf at the controls. (photo - Wm. F. Yeager)