

SCHWEIZER'S New Two-Place Utility

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THE controversy over single-place versus two-place glider training is one of long standing and one that will probably go on for years. The main reason for this impasse seems to be the fact that there is no ONE answer to this problem. We at Schweizer Aircraft have approached the question from every angle and, after much discussion, long study and actual tests have arrived at the conclusion that each has its place and that the best answer is a combination of the two.

Quite a bit of the confusion stems from the fact that most of the gliders used in the past were not ideally suited for the job of training. This is particularly true of the two-place types which in the main were in the high performance class with relatively high cruising speeds, flat glide angles, and in some cases unfavorable stall characteristics. Naturally these types were not conducive to low altitude instruction as would be experienced from winch, auto or pulley tow. This type of training therefore met with only limited success.

Determined to eliminate these shortcomings and to work out ideal types for both single and two-place training, Schweizer has developed a "matched" set: the well known 1-19 and the completely successful new SGU-2-22. These designs embody the fruits of all the experience gained by Schweizer Aircraft throughout

years of glider design and construction. The previously reviewed 1-19, a sturdy spin resistant glider, has already made a name for itself as an excellent performing, dependable trainer. Its younger sister, the new two-place utility, possesses many of the fine qualities of its predecessor. Transition between the two presents no problem as their flight characteristics are almost identical.

Below are listed the desirable requisites of a training glider, all of which are incorporated in the new, SGU-2-22 design:

1. A two-place, for dual instruction.
2. A utility, for low stall and cruising speeds and to keep the initial cost below the "luxury class" high performance type.
3. Aerodynamically safe and structurally sound.
4. A light wing loading to insure satisfactory take-off performance.
5. Light in weight for ease of ground handling and small in size to facilitate storage.

Perhaps the most remarkable feature of the 2-22 is its freedom from undesirable flight characteristics. Its cruising speed of only 35 mph provides plenty of time for judgment—a safety feature from the standpoint of student training. A mild mushing stall occurs at about 28 mph. In order to cause the stall to break the ship must be pulled up to a very nose high attitude; even then the controls are operative and there is no tendency to fall off on a wing. At this writing all attempts to spin the glider, without tail ballast, have been unsuccessful. It is felt that the free moving, responsive controls, provided on the new Schweizer, will tend to eliminate bad habits and sloppy flying.

In performance the new model demonstrates its true value as a sport or club ship as well as a highly efficient trainer. Because of its low wing loading, the new two-place, in a winch or car tow, is capable of equalling the take-off altitudes of a single-place utility. In fact, when



Wesley Hammond

Frank Hurtt (front seat), Paul Schweizer, and the "2-22" put their best foot forward for Wes Hammond.

THE COVER

The new Schweizer two-place about to land with Frank Hurtt at the controls. The clean lines and straightforward design are readily apparent. This new addition to American gliders is a necessary and welcome one. Certainly we desire the super sailplane and we will have them, but there is a need for this utility type of glider and it is a pleasure to see one so well worked out and with such an excellent degree of performance.

The shadow in the foreground is that of Hans Groenhoff, the man behind the camera.