



Bill Frutchy at the controls of the prototype "1-23."

Alton H. Donor

THE SCHWEIZER "1-23"

By PAUL and ERNEST SCHWEIZER

THERE has long been a need for a low priced, high performance sailplane—particularly one that is rugged, small and compact, and one with good performance under "light thermal" conditions. Schweizer Aircraft Corporation feels that it has the answer to this need in the new "1-23."

This ship has been described as "a perfect combination for weekend sport flying and contest competition."

With a low rate of sink and a 32 mph stalling speed, it can gain altitude by making tight circles in the smallest of up-currents, and yet it has a cruising speed of 75 mph. All this is done in 43 feet 10 inches span in a ship that is completely metal.

Although design of the 1-23 started in 1947, construction of the prototype did not begin until mid-May, 1948. By concentrated effort, it was "completed" by July 4th in time to make its debut at the 15th National Soaring Contest.

It did not take long for Bill Frutchy of Elmira, owner of the first 1-23, to demonstrate its merits. Although almost half of the Contest was over, Bill's performances in the new ship placed him well up in the running. This he accomplished despite being handicapped by unfamiliarity with the craft, and by the fact that the ship itself was still incomplete. The tail fairing was missing, a temporary canopy was used, and a temporary seating arrangement hampered him

to the extent that it caused the early termination of several flights.

However, the 1-23's entry in the meet provided an opportunity to compare the ship with other sailplanes. On one occasion the 1-23 and the Minimoa, after leaving a thermal, flew along together for several miles at a speed of 45 miles per hour with no apparent difference in sinking speed.

On another flight, 42 miles were made in less than 45 minutes. This combination of low sink and high speed established the 1-23 as a real "all round" sailplane, and much is expected of it in future competition.

On the day after the contest closed, many of the top pilots gave the 1-23 a try. Johnny Robinson, Paul MacCready, Dick Comey, Ray Parker, Emil Lehecka, Dick Lyons, Wally Wiberg and "EJ" Reeves, all flew it and expressed enthusiasm for the design and performance.

Since that time the company has been steadily flight testing and experimenting with minor design improvements so that now, with the 1-23 ready for production, it is a well proven sailplane.

The 1-23 is all metal in the fullest sense since no fabric covering is used at all, a factor which makes it very sturdy and long lasting, requires a minimum of maintenance and provides a maximum of resale value.