

A REPORT ON THE SCHWEIZER 1-26



by PAUL A. SCHWEIZER

The Prototype 1-26 taking off on its maiden flight at Chemung County Airport with the author at the controls.

The 1-26 has aroused so much interest and so many comments and questions that it seemed that an article was in order to help explain this project. This is the story of how the 1-26 came to be, and it brings you up-to-date, with the prototype actively flying. We have used portions of our 1-26 Report since this is an important part of our program.

Those who know us at SAC well, realize that we should like nothing better than to build gliders and sailplanes on a real production basis. However, the economics of the glider situation since the war has not made it possible for us to do this, mainly because of the great number of low cost surplus ships which are available. So while these ships were being put into use, our production has been limited, although our experimental and development work has continued at an aggressive pace, and we have designed, developed and put into production three CAA approved designs in the 1-19, 2-22 and the 1-23 series; besides developing experimental models, the 1-20, 1-21 and 1-24.

In our many contacts with glider enthusiasts throughout the country, it has become evident to us that there is a demand for a good all-around high performance sailplane, but that

the deterrent is the matter of cost. We often have been asked why we do not make a very small sailplane so the original cost will be low, as well as the cost of storage and handling. However, cost is not directly proportional to size and, also, we feel that there is a minimum practical size determined by considerations of safety, performance, and ease of handling and flying. Unfortunately, the cost of the smallest high performance sailplane built on a production basis, that we consider

practical, would be in the \$2,500 to \$3,000 range, which is more than most enthusiasts are able to pay. Consequently, the only alternative seemed to be to develop this sailplane into a kit where the purchaser would do the less critical work himself and thereby save appreciably on costs.

We set up the following aims for this sailplane kit:

1. Small size and light weight for ease of construction, handling and storage, with a maximum of 40-foot span so it would fit into a standard T hangar or 20-foot garage.
2. Good auto and winch tow characteristics and ability to be towed by light aircraft.
3. Performance to feature operation under marginal conditions. It is expected that the 1-26 will

(Continued on Page 24)

Paul Schweizer,
Robert Smith,
Jack Perine
and Don Ryon,
inspecting
calibrated
airspeed.

