and rigged to fuselage carry-through. Only fill-in riveting is required to finish this portion.

All other wing parts will be supplied ready for assembly and it will be the purchaser's job to add the tail ribs, complete skinning of inboard section, install spoiler and aileron controls and cover rear section of wing. Tail surfaces and aileron parts to be supplied and purchaser to assemble and cover.

We would estimate that a person who has average mechanical ability and some knowledge of aircraft, can complete the sailplane in a 4-to-5 month period in his spare time. We propose to have available on rental basis, production tools, such as squeezers and pneumatic rivet hammers, although the kit has been designed so it can be done by hand tools. The only exception to this may be in the need of some blind rivets and in this case the tools would be available on a rental basis.

The kit is small enough so it should fit in any workshop and a very important factor is that since there is no structural gluing involved, temperature control is no problem. The all-metal construction eliminates the other usual problems of temperature and humidity and storage.

In order to help people to purchase the kit, we have been asked by many about buying the kit in installments.

If there is enough interest in this, we think we will be ready to make the kit available on the basis of five sections, each one to be paid for on delivery. The total cost of this, of of course, would be more than the complete kit purchased at one time, since there would be extra handling and paper work necessary, as well as the crating and shipping involved. At the present time, we estimate that it would run approximately 10% to 15% more. It probably will be cheaper to finance the kit locally and get it all at once. However, this will be left up to the purchaser to decide.

The 1-26 performance curves and preliminary performance flight testing indicate that the expected sinking speed will be 2½ feet per second and the glide around 1 to 23, which definitely puts it into the high performance category. The low minimum flying speed makes it ideal for operating from smaller fields by auto tow, as well as for landing in restricted areas on cross country flights.

The thing that may not be immediately apparent, is that the 1-26, due to its light wing loading and high-lift wing is capable of making very small radius turns effectively and enables the pilot to make use of small thermals, as well as getting the maximum climb out of the large ones. We feel that this feature is one of the most important ones of the 1-26 and should not be underestimated in evaluating the potentials of this sailplane.

We feel that another important factor often overlooked in analyzing the possibilities of sailplanes is the matter of ease of flying, comfort and confidence in a sailplane. A sacrifice of these factors can produce an overall loss of performance. We feel that these features have been important ones in Schweizer sailplanes and they certainly are being given every consideration in the 1-26.

Ample space is provided for instruments.

In order to make this ship easier for beginners to fly, we plan to have a special drag flap to add to the wings to make it "tame." This device is under development at the present time and further information will be available later.

The 1-26 was first flown on January 16, a little more than three months from the time actual construction work got started on the project. It was test flown by Emil Lehecka, Clarence See and the writer and the immediate reaction was very favorable. It has the smooth and light handling characteristics of the 1-23 and its general performance seems to be very good. Since that time, it has been flown by about 12 other pilots, of various experience, including Bill Ivans of San Diego; Jack Perine from Washington, D. C.; Ben Cohen and Art Millay from the Philadelphia Glider Council; as well as most of the local pilots. One of the outstanding characteristics of the ship is its ability to make small diameter turns. Bill Ivans was doing a series of nine second turns at something over 40 miles, which is under a 200-foot diameter circle. It has been flown against the 1-23 standard and the 1-23D, and the results indicate that we are getting close to the expected performance and that it certainly is a full fledged sailplane.

There still are, of course, some people who hope for a glide ratio of 1 to 30, and super performance from the 1-26. Obviously, the only way that this can be achieved is with greater span, aspect ratio and refinement, all of which would end up in a ship like the 1-23D and a cost of $3,750.00. We think that the majority of people would rather have a ship of good performance that they can afford, than to have us build a high performance ship that only a few can afford.

We think that the answer to this situation is the "One Design Competition," where all pilots can fly the same ship. This would make it very competitive and we think that this will eventually be the way most future competitions will be held, with the possible exception of the larger meets, such as the Nationals and Internationl. It seems that too often soaring enthusiasts think that all the performance is in the sailplane, and anyone who has attended the larger meets and also has watched different pilots fly the same ship, can see the tremendous difference in results that can be obtained in the same sailplane.

Cost is of maximum interest to everyone and unfortunately this is the most difficult part to determine at this stage of the project. However, it is estimated that this kit will be in the $1,250 to $1,500 range. Just where the final cost will fall, will depend on just how much is to be supplied, and the final detailed estimate and tooling to be carried out on this project.

We are sure that anyone familiar with aircraft realizes the high cost of material and production to make aircraft to government specifications. Possibly, many have lost sight of the true cost of sailplanes in buying used surplus gliders. For example: The TG-3A which cost approximately $4,000 for glider and trailer to build during the war could cost over $9,000 if we were to produce these ships at a rate of one per day. Consequently, you

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