

(Continued from Page 22)

even now it was almost too dark to land in the cultivated fields below.

At 700 feet I strained to locate the airport which my map showed to be quite close now. No lights anywhere so I now knew the runways must be unlighted and therefore looked for the most likely place. At 400 feet above the ground I saw the welcome outline of several hangars and flew toward them. When over the field I could make out the outline of a black asphalt runway, and was turning the base leg to my pattern when I saw two sets of aircraft lights approach and bob to a landing on the runway. This did not help to ease my peace of mind at all since I was down to 100 feet and committed to land rather soon. I carefully looked for more aircraft lights and was somewhat relieved when no more appeared.

I turned final and opened my airbrakes. The two planes had taxied off the runway and it was so black that I could not see where the far end was. However, I thought it would be prudent to land as near the far end as possible so that if other planes landed after I did they would not land on my unlighted craft. When I estimated I had gone far enough I opened the airbrakes full and soon scraped to a stop on my steel lined skid at 7:57 P.M. The resultant shower of sparks brought quick results in the way of help to push my ship off the runway. Night duster airplanes were using the runway, and none of the loading crews had seen me until they saw the sparks going down the runway. This they thought must be one of their duster planes crashing on a landing, and they quickly drove out fully expecting to find it wrecked there.



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BOX 71 • ELMIRA, N. Y.

# THE SCHWEIZER 1-26

by PAUL SCHWEIZER

Since deciding to go ahead with the 1-26 project, we have received deposits up to ship No. 24. We are hopeful that the many others who expressed readiness to place firm orders will be able to do so within the next few months. Our hope is to have 50 firm orders by the time we start production this fall. It will probably take the balance of the year to turn out the kits now on order, so any orders coming in now will probably be for delivery the first part of 1955. Consequently, those who want a 1-26 flying by spring should act now.

The test flying continues and at the present time we have over 60 hours flying on the ship. We have had numerous opportunities to compare the 1-26 with other ships and we are

least one 1-26 can be at the Nationals, to compete; as well as to give interested persons an opportunity to try it out.

We now have available, for those interested in building trailers of their own design, a drawing (No. 2405-G), which gives the plans and dimensions of a steel tube type for those who wish to build this type from our drawings. It is our hope that at a later date we can also have a trailer that can be built without welding or special equipment for those limited in this way. These drawings will be available, at no charge, to those who have 1-26's on order.

We received a letter and an interesting poem from a young lady which we thought might interest you.

The prototype Schweizer 1-26 as it appeared at the 21st Nationals.



Staff Photo

confident that we are getting close to our expected performance. To date, 38 different pilots have flown it with generally enthusiastic reactions. Although the ship is very easy to fly, we are limited to permitting only pilots with commercial rating or equivalent to fly it, since it is still experimental. If you qualify we will be glad to have you try it.

We have started construction on another 1-26 prototype to incorporate various improvements and simplifications; as well as to be used for the CAA approved type tests. Some of the changes include flush riveting, which the majority requested—a new wing fuselage intersection for easy construction—revised canopy and seat arrangement, and various other detail changes. We are also constructing an extra fuselage and wing for static tests which will be carried out this summer. It is our hope that at

To fly a sailplane I am sure,  
Is next to having wings,  
But, concerning the 1-26  
I'd like to know several things.  
And all these things boil down to one;  
How much does this kit cost?  
For if it's more than I'm able to pay  
I'm utterly, hopelessly, lost.

MISS CAROL REEBEL

The final cost is, of course, a most important factor, but until we have the production design set and complete pricing done, we are not in a position to give any more specific information other than that we are still aiming to stay in the \$1,250 to \$1,500 range. We are taking longer to set a price than originally estimated since we are trying to give the most for the lowest price and this takes time.

We will give you another report in a month or two, but in the meantime if there is any additional information that you wish, let us know.