

# THE 1-23/1-23D

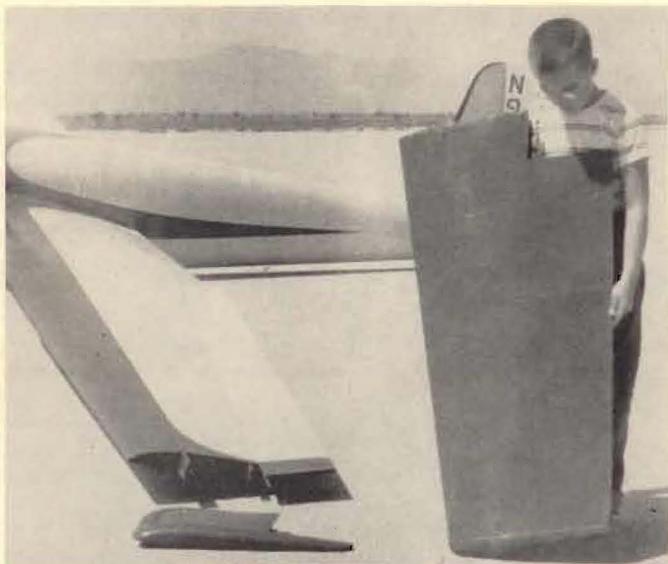
Mr. Paul F. Bikle, well-known soaring enthusiast and consistent prize winner in contests, sends us information which will be of interest to Schweizer 1-23 owners, and for SOARING readers in general.

Paul can convert his standard Schweizer 1-23 into a Schweizer 1-23D by adding wing tips, and writes as follows:

"The extended tips increase the span of the standard 1-23 from 44 feet 10 inches to an even 50 feet. They are made of 1-23D parts and the wing planform is the same as the 1-23D when they are installed. The wing structure is about the same as



Here is the 1-23 with the extended wing-tip in position.



Paul Bikle's young son shows the comparison between the standard and modified wings tips.

the 1-23E which was flown in Spain in 1952. Spar splices were made quite a way in from the tip on the standard 1-23 wing and heavier spars extended out to a point 3.0 inches in from the standard tip. Fittings were provided at this point so that either the 1-23D tip or a short square tip could be fitted. The ship is now certified in the standard category with the short square tip but carries on "X" when flown with the long tips.

"Since the modification, the ship has been flown more than 100 hours. The flying characteristics are altered somewhat when the long wing tips are on. A larger rudder would be desirable. (Installation of a 1-23D rudder would correct this.) On the

first flight, a pull up was made to 5.2 "g" at 100 mph to make sure that the wings would stay on. The wings are strong enough, although wing bending is more noticeable with the long wing tip. The flying characteristics with the short square tips are the same as for the standard 1-23 except for a possible small improvement in roll performance.

"The ship was flown in the National Contest at Elsinore with the long wing tips but participated in the aerobatics demonstration with the short wing tips."

Further detailed information can be obtained by writing to Mr. P. F. Bikle, 1101 Community, Edwards, California.

## CHICAGOLAND GLIDER MEET

The 1954 Chicagoland Glider Meet, held at Elgin Airport on September 4, 5 and 6, was featured by a spot landing contest! The year 1954 will go down in history as Chicagoland's lousiest soaring year—just one week-end of fair soaring during the entire season. Some of us will move to Elsinore or Grand Prairie if this keeps up!

However, in spite of the three-day inversion, everyone had a good time by participating in the extensive hangar flying and picnicing that went on. The wives did a wonderful job of putting on the Saturday evening picnic in the nearby County Park and the annual party in the hangar on Sunday night. The youngsters were indispensable coke and hot dog salesmen and in spare moments helped to hold down the seats in the Jeep retrieving car. Chicagoland airplane pilots generously helped out with the three tow ships and the towing.

The fourteen ships entered made over 150 airplane tows of which 148 were spot landings. Tom Page of the University of Illinois and Kit Drew of Detroit tied at two inches. Joe Trefny, on the last flight of the last day won duration and altitude by gaining a thousand feet after release and prolonging his flight about 30 minutes more than the average. Prizes and trophies were distributed to the winners.

Longest distance travelers to our meet were the Gehrleins from Erie, Pennsylvania and Zada Price from Elberta, Michigan. The Vultures brought three ships from Detroit, the Toledo Club brought one, University of Illinois brought two, and the Fort Wayne, Indiana group, one. We hope that everyone had a good time in spite of the International Contest-type of weather and will come back again next year.

### GLIDER RECORD CLAIMED

A new all-India duration record for two-seater gliders is claimed by C. S. Rangan, pilot-instructor, and Louis de San, in New Delhi. They took off from Safdarjang Airport at 10:30 a.m. and landed at 4:31 p.m. reaching a maximum height of 6,700 feet.