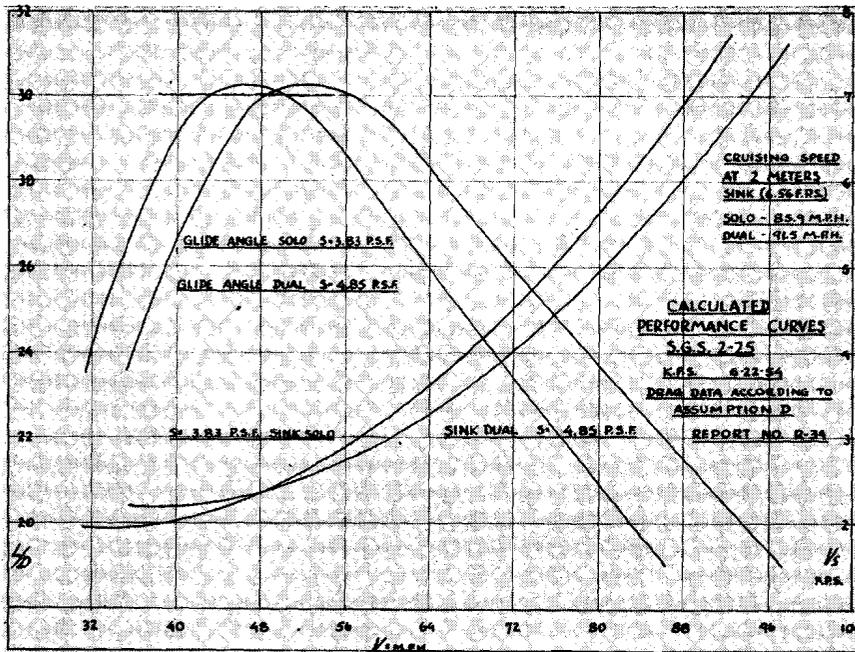


## THE SCHWEIZER 2-25

(Continued from Page 3)

and closed position locks. Provision is made for a few basic instruments for the rear pilot but most of the front panel is visible from the rear seat.

The structure is similar to the 1-23 fuselage, although more stringers are used in the aft section and skin gauges are kept light. Most aft skins are .020 and a few are .025. The cockpit section is made with .064 skin using top longerons and a pair of skid angles only. The heavy skin and longerons form a protective shell for the pilots and the absence of frames gives efficient use of the room available. The only compound curved skins are the two forward nose skins which are hammered out of 61SW alloy. The nose cap is of 2S aluminum. All other structure is 24ST alloys.



Rudder and elevator controls are by cable. Aileron controls are partially by cables in the fuselage but are push-pull tubes in the wing.

The wing has one main spar built up of 14ST extrusions and 75ST strip laminations to provide required section properties at the root. This eliminates any machining except the tapering of the flange widths on the outer portion of the extrusions. Ribs are formed of 24ST sheet. Skins are 24ST Alclad varying from .016 to .025. The rear spar is pin jointed at the fuselage and carries no primary bending and is principally used to carry chord bending and torsion loads. All external riveting is flush.

The ailerons are fabric covered alu-

minum alloy frames. They are statically balanced by a lead weight which is carried internally by joggling the rear spar locally. The fabric covering was used to reduce the unbalance and hence the balance weight. The Tail Surfaces are cantilever and of aluminum alloy construction. The movable surfaces are fabric covered to reduce the hinge unbalance moment which is desirable for stability reasons particularly in small chord surfaces.

**Towing** — The 2-25 was designed primarily for aerotowing and if to be used efficiently on winch towing it would require some form of CG launching arrangement, but a more forward position than the actual CG tow seems advisable. It was anticipated that the 2-25 would be under some handicap flying exclusively in winch tow in England but this did not

happen. Meanwhile, the prototype is scheduled to be used on a government research contract. It is expected that this summer will give a large number of pilots an opportunity to fly the 2-25 and extensive flying is planned for contests and testing and everyday pleasure soaring. We are now able to demonstrate soaring at its best to pilots and individuals who otherwise would not be able to do so in single-place sailplanes.

### 2-25 DATA SHEET

Wing Span .....	60 ft.
Area .....	231 sq. ft.
Length .....	28 ft.
Height .....	7 ft. 8 in.
Weight Empty .....	734 lbs.
Normal Gross Weight .....	1180 lbs.
Maximum Wing Loading .....	5.12 lbs. per sq. ft.
Wing Loading Solo .....	3.98 lbs. per sq. ft.
Design Gliding Speed .....	134 mph
Design Auto-Winch Tow Speed .....	77 mph
Airplane Tow and Placard Speed .....	121 mph

### WENDY RYON VICTIM OF AUTO CRASH

Soaring suddenly lost one of its most ardent enthusiasts February 22 when Wendy (Mrs. Donald) Ryon was fatally injured in a collision between the Ryon automobile and a furniture van near Williamsport, Pa. Wendy was a charter member of the Rochester, N. Y. Soaring Club and an efficient worker on the staffs of National and Regional Soaring contests at Harris Hill.

Her vivacious and friendly spirit made her a favorite with contest participants who are shocked and saddened by her tragic death. Sincere sympathy is extended to Don and his two children, all of whom were hospitalized by injuries sustained in the accident.

Don, one of the co-founders of Rochester Soaring Club has served as statistician at all the Harris Hill meets for the past several years.