1-26 PROGRESS REPORT

by ERNEST *and* PAUL SCHWEIZER

It is now just a year since the first complete 1-26 kit was delivered, and two years since the decision was made to go ahead with the project. Since much has happened in that time, it seems appropriate to give a report of the progress of the 1-26 project to-date. In order to get the basic information for this report, a questionnaire was sent to all the owners.

As of the 15th of April, a total of twenty-three 1-26's have flown. Several others were ready to go and undoubtedly by the time this is printed, they will have had their first flight. Of this group of twenty-three, fifteen were completed from kits and the remainder built by the plant as complete ships. By summer there should be at least another twenty in the air.

The twenty-three completed ships have logged over 750 hours, (officially reported time) and the owners have indicated that 200 different people have flown the 1-26's. As far as we know, the 1-26's have had a perfect safety record and the only mishap that we know of, is the loss of a tied-down 1-26 by a tornado in Florida.

The best performances up to April have been as follows:

Best Distance—169 miles by Charles Kohls;

Best Altitude—11,300 feet by James Planck;

Best Duration—7 hours and 20 minutes by Alberto Araoz.

The time to build the ship from a kit varies considerably and depends very much on (1) the experience of the builder and (2) the number of people involved. The figures show that from the point of view of hours spent, one or two persons working alone do much better than a group or club. However, it makes an ideal club project, particularly for the non-flying season. From those that kept actual records, the time to build the 1-26 from a kit runs from 450 hours to over 1,100. The average of those who completed them and kept accurate records is about 700 hours. So our present safe estimate would be that the 1-26 can be built from 500 to 1,000 hours depending upon the experience, ability and number of persons involved.

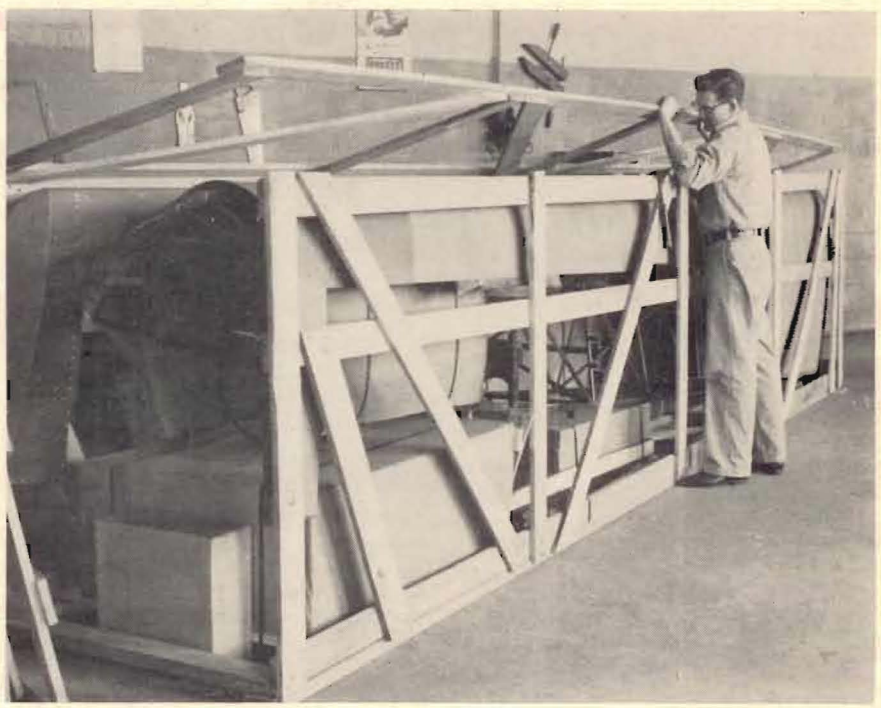

Photo: John A. Hirtreiter

The 1-26 sailplane kit arrives and the owner starts opening the packing crate.

The 1-26 kit already has had fairly good reception in the export market where shipping costs are a major problem. At the present time, we have delivered five kits to Canada, one to Ecuador and one to England. Another one is now on display at the U.S. Trade Fair in Paris for the purpose of developing the potential in Europe. As with sailboats, one-design class competition is quite often done on an international basis. This makes it ideal for competition between countries since it puts things on an even basis.

We think Schweizer Aircraft's position should be clarified with regard to the proposal made in SOARING Magazine, a few issues ago, that the National Soaring Contest be flown with one-design sailplanes. We are sure that this proposal was principally made to develop discussion and was not seriously considered for the immediate future. Unfortunately, some persons evidently took this seriously and since there is only one, one-design type in quantity production, we are afraid that some people may have felt that the company or the 1-26 One-Design Association was promoting this approach. Neither organization has any such plans and it would not seem that this could be considered for many years to come, until there are many one-design groups and an unlimited number of ships.

In the discussion resulting from the above proposal, some felt that the