

SCHWEIZER 1-21 GIVEN TO S. S. A.

SSA is now the lucky owner of one of the two Schweizer 1-21's in existence. Dave Stacey recently saw fit to donate this ship to the Society for reasons which are best expressed in this open letter to all Members of SSA:

Dear Friends: We all have to face the fact that there isn't time to do everything. In the last two years, my soaring has dropped to zero. Now, with a new job, it seems that my chances of flying again are small.

My beautiful 1-21 has been sitting in the hangar, with no one using it for fun, or for competition. With only 78 hours total time, it certainly is a waste of a good plane.

And now, to all my old friends, please think of me as an enthusiastic supporter of soaring—and kick in a few bucks to help Lloyd in his new job.

Sincerely, Dave Stacey

Dave attached no strings to the gift which gave the SSA Board of Directors a free hand in determining what to do with it. Official acceptance was made by the Board at their July 11th meeting. At the same time it was decided to offer it for general sale on a bid basis. The income from the sale is expected to go a long way toward cancelling an expected budget deficit for the next year so whoever

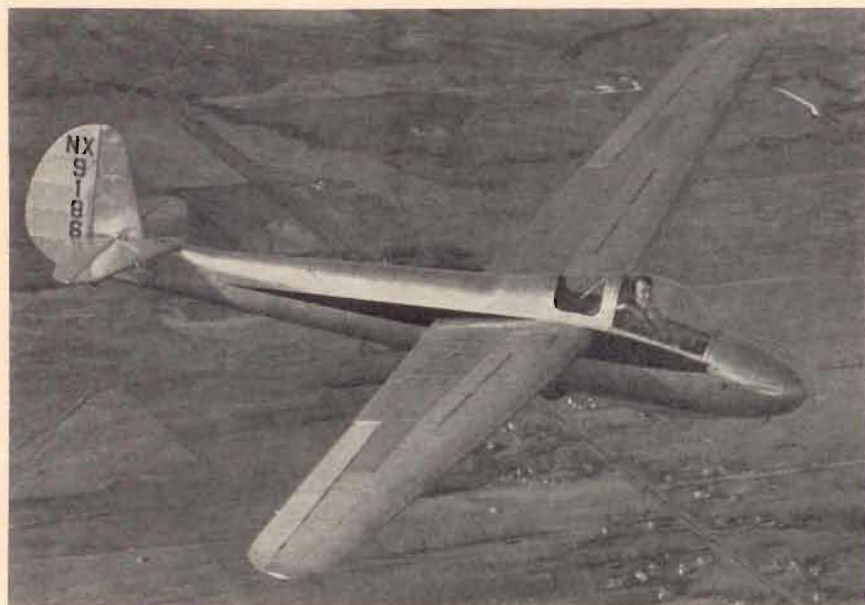


Photo: Joan Stacey

N91891, the Schweizer 1-21 which Dave Stacey has given to the SSA. It will be sold to the highest bidder on September 30, 1957.

A little more than 21 years ago, I took my first shock-cord launch in an Alexander primary. Since then there have been many wonderful flights and many wonderful friends. Now it is time for a younger man to use this ship's top performance.

Because of my continuing interest, I am donating my ship to the Soaring Society. I understand they plan to sell it—to help finance their services to the sport of soaring. Whoever buys it will help both himself and the Society.

is the successful bidder will be doing SSA an important service.

Some more details on the ship would be of interest to prospective bidders. The September-October, 1946 issue of *Soaring* carried an article by Paul Schweizer proposing the design, with three view and expected performance figures. A photo of the prototype graced the cover of the July-August, 1947 issue and Dick Comey had a feature story on the actual performance characteristics in the May-June, 1948 issue. Dick Comey bought

the prototype in 1947 and won the National Championship in it that year. Many years later he sold it to the present owner, Stan Smith, who has since placed high with it every year in the Nationals and himself won the Championship this year, ten years after its first remarkable performances. It was the first ship to exceed 300 miles in the U.S. which it did during the 1947 Nationals.

Stan Smith lowered the canopy on his ship whereas the SSA's still has the original with more head room. Statistics are: 51 ft. span, 22 ft. length, 165 sq. ft. wing area, 380 lbs. empty weight, 15.78 aspect ratio, 27 to 1 L/D max., 2.25 fps min. sink speed at 45 mph, and a placard speed of 130 mph. There is a water ballast tank with a 15 gallon capacity in each wing for use in increasing penetration when conditions are strong. The ship is of all metal construction with some fabric covering aft of the main spar. Large double spoilers on the top of each wing and single ones on the lower surface provide high rates of descent when desired and good glide path control on landings. Because only two 1-21's were built the design was never certificated and they must be licensed in the experimental category. However, the same structural integrity that is present in all Schweizer gliders is also in these and the one now offered for sale has never been damaged. It was last licensed in May, 1955 but will be given an inspection and current airworthiness certificate for the purchaser. The ship has always been hangared. The present finish is a red synthetic enamel, applied to the complete ship since the accompanying photograph was taken. The trailer is a converted TG-3 trailer.

Included is a diluter-demand oxygen system with a five hour supply, a complete set of instruments including a helicopter airspeed, two complete two-way radios, a back pack parachute, miscellaneous tools and a sling for hoisting in a hangar.

The ship is located in Boulder, Colorado and must be picked up there by the purchaser. Interested parties are requested not to write to Dave Stacey but rather address any questions to the SSA Executive Secretary. Bids must be alone in sealed envelopes marked "1-21 bid" and postmarked by midnight, September 30, 1957. Address to SSA, Box 66071, Los Angeles 66, California. The SSA reserves the right to refuse any bid less than \$3,500.00.