

A special event occurred on June 5th at the Schweizer Aircraft Corp. plant in Elmira, N. Y. as the U. S. Air Force Academy accepted delivery of the first of several sailplanes—a Schweizer 2-22A trainer and a 1-26B high performance sailplane—for introducing motorless flight to Cadets of the U. S. Air Force Academy at Denver, Colorado.

Acceptance for the Air Force Academy was by Major William F. Fuchs, Officer in Charge of Cadet Soaring at the Academy. Major Fuchs was accompanied by Capt. William Bowley, P.I.O., U. S. Military Academy at West Point. Both Major Fuchs and Capt. Bowley are experienced glider pilots and expressed pleasure that sailplanes were to be used in familiarizing Cadets with this basic form of

FIRST SAILPLANES FOR AIR ACADEMY

NEWS RELEASE

beginner or experienced pilot. Capable of flight performance that permits soaring under light thermal conditions the 1-26B possesses excellent quick-turning characteristics and can be readily towed by auto, winch or light plane. In the opinion of pilots who know the 1-26B, it is an easy-to-fly, stable sailplane that gives soaring at its best.

which are the motivation for sailplanes. Nature's power is the factor utilized in the flights of these motorless ships. Significant performance records have been made by the Schweizer 1-26 with these excellent flights: Out-and-return 217 miles; goal flight 195 miles; distance 279 miles; 100 km triangle 31.9 mph; altitude 33,300 feet; and duration nearly 8 hours. Through this type of performance Gold and Diamond "C" Soaring Awards have been won by 1-26 pilots.

Progress Results Will Be Watched

The results of this first program of soaring training for Air Cadets will be watched eagerly by all interested in the future of aviation. Soaring enthusiasts have long advocated the practicability of a program of soaring in interesting and training the youth of America in aviation. Now, this earliest form of flying is being introduced at our most modern flight training center—the "West Point of the Air", the Air Force Academy at Denver, Colorado.



Photo: Elmira Star-Gazette

Major Fuchs appraises the first Schweizer 1-26B for the Air Academy.

flight. Soaring removes extraneous factors such as vibration, noise and torque of powered aircraft and lets the pilot experience true flying.

According to Major Fuchs, soaring began at the Academy last year when a group of officers formed the Falcon Glider Club and purchased a Schweizer 2-22. The ship has been used during the last year to introduce a limited number of Cadets to soaring which will become a scheduled part of the curriculum this summer. Cadets will also have the opportunity of enjoying soaring as a sport through the soaring club as an extra curricular activity.

Sailplanes of Latest Design

The new 1-26 planes are of latest Schweizer design, especially equipped with oxygen for high altitude soaring, two-way radio, and bear the familiar Air Force colorful markings on the fuselage. They are efficient sailplanes of metal construction. Single place, easy-to-fly, its basic design gives excellent performance with maximum safety. A 40-foot wing span makes the 1-26B completely practical for either



Photo: Elmira Star-Gazette

The Air Academy's first 2-22A takes off on an acceptance flight.

The 2-22A, a two-place trainer, can be launched by either auto, winch or airplane tow. Because of light wing loading and possessing perhaps the safest aero-dynamical features of any sailplane known, this Schweizer designed craft makes an ideal ship for either dual training or sport flying.

In spite of the fact that sky-sailing, soaring, motorless flight—call it what you will, is not new, many pilots of power aircraft who have never flown a motorless plane, express surprise at the power of air drafts and currents

SSA congratulates both the Air Force and Schweizer Aircraft Corporation on this step forward for soaring. A great potential for the expansion of the sport exists in the Cadets who are exposed to soaring at the Air Academy. As they graduate and are assigned to bases around the U. S. and the world they can each be expected to form the nucleus of new clubs. Their support in other ways will also be felt after their military careers are further along or they have returned to civilian life.