

1-23G High Performance Sailplane

The latest development of the famous 1-23 series, the 1-23G, also is in production. This ship is still one of the most popular ships and we are sure that it will be for years to come. The "G," with its smooth skins, larger vertical tail surfaces and better performance, is one of the top sailplanes when looked upon from an overall "total performance" point of view.

At the present time, we are investigating the possibility of the "H" model which would have limiting speed dive brakes and removable tips so it could meet the international Standard Class requirements. If there is sufficient interest shown in this modification, then it probably will be put into production.

The Schweizer Soaring School

This year we are planning expanding activities for our soaring school as the result of the large increase of activity last year. At that time we introduced the special "fixed price" courses and we feel that these contributed to the large increase of activity. More than 100 persons took instructions at our school and 44 commercial and 21 private glider pilot ratings were issued. It is interesting to note that the majority of those attending were power pilots, ranging all the way from students up to veteran airline and corporation pilots.

This year, in addition to the courses given last year, we also plan to have an advanced soaring course which can lead to the Silver C award. We feel that these packaged courses can do a great deal to stimulate in-

terest in motorless flight. The main purpose of the school is to teach people to fly sailplanes since this is a very necessary first step before purchasing a ship.

The SAC Flight Operation, including the school, last year totalled approximately 1,500 flights with just under 600 hours' flying time. We are looking forward to an appreciable increase in this with the activity planned this year.

We are also looking for a record production year. A good number of orders, including one from Indonesia for five 2-22C kits, has put us well ahead of last year at this time. It appears that soaring in the USA is on its way and we are all very optimistic about a good soaring year for 1959.

MISUSE OF DIRECTORY

It has come to SSA's attention that a copy of the 1958 SSA Soaring Directory has fallen into the hands of someone in New York City who is using it to address unsolicited advertising of increasingly obnoxious material to SSA members. It is recommended that all such material received be sent to the U. S. Postal Inspection Service, Washington 25, D.C., in its original wrapper.

Members should take every precaution to prevent the Directory from being misused in this fashion. It is the policy of the Society to make the Directory available only to members, but this does not insure that none will find its way to persons who would exploit it as a commercial mailing list.

NEW SAILPLANE MAKES FIRST TEST FLIGHTS

At Mirage Dry Lake near El Mirage, California, on Saturday, March 7, 1959, a group of people gathered to help assemble the large new high-performance two-place sailplane conceived and built by veteran design and metal craftsman Irv Prue. The initial flight of the Prue Two was made as the sun was slanting down to the western horizon. A car tow was successfully completed during which the controls were checked by engineer Lyle Maxey as pilot and engineer-builder-designer Irv Prue as observer. Since the car tow was a success, Gus Briegleb hitched up a tow plane and an aero tow was successfully completed during which gear retraction was made. The landing was 25 minutes later.

On Sunday, the Prue Two was checked over and then made a flight of over two hours, reaching 9750 feet above sea level. Maxey and Prue were at the controls again as satisfactory performance was found for speeds up to 100 mph. A second flight was made with Lyle Maxey as pilot and Bob Gravance as observer. More tests will be made in the immediate future and reported on in subsequent issues of SOARING. —PAUL LA FRENIEB

The Prue Two on final approach is piloted by designer-builder Irv Prue with Bob Gravance as observer. Specifications: Span, 64.5 feet; wing area, 229 sq. ft.; AR, 18; empty weight, 916 lb.; airfoil, 63 sub 3-618, $a = 1.0$; balanced dive brakes, area = 14 sq. ft.; calculated max. L/D = 35; three-piece wing, 12 foot center section weighs 170 lb., each tip weighs 220 lb.; provision for 400 lb. of water ballast (six feet of each wing tip is an integral tank); retractable wheel (door slides forward on external tracks) with hydraulic brake; all-metal structure with fiberglass nose and tips. Photo taken on 35 mm Adox B & W film, 1/500 sec. at f-4, 135 mm telephoto lens on a Leica.

Photo: Paul Heasley

