



Photo: Schweizer Aircraft Corp.

Bernie Carris, chief instructor of the Schweizer Soaring School, in the School's 1-23G checks up on a student being towed.

and which now has been modified, will be flown in the Internationals by Paul F. Bikle.

The open type, "super" sailplane has tremendous fascination for the soaring enthusiast and probably always will be the most glamorous type of sailplane. Through this type, we get improvement "of the breed" which is one of its prime purposes; as well as the establishing of records and competing in the open international competitions. This type is most appealing to those interested in design, construction, engineering, aerodynamics, etc. However, the super sailplane's greater expense and its greater demand on the pilot tend to limit it to the expert and/or to those who can either afford one or who have the ability and time to build one themselves.

We are continuing our development program, part of which includes our 1-29 test bed. Our aim is to develop a sailplane that will be practical for all-around soaring rather than a sailplane designed for a spe-

cial condition. Since higher performance usually means higher aspect ratio, greater span and more refinement, it also means higher cost. This, in addition to the normal increased cost of aircraft production means that we have to produce a fairly large quantity of sailplanes to amortize the design, development and tooling costs at a reasonable rate. From our analysis of the situation, it does not appear that there is sufficient market at the present time to warrant us to put such a sailplane into production. However, we continue our development work and we will be ready to make available such a sailplane as soon as conditions warrant.

Most of those who have been active in soaring over the past years, are probably not typical of the "new" soaring enthusiast that we are talking about. The typical "old-timers" are more interested in the design, engineering and technical features of high-performance sailplanes and with their experience are keenly interested in regional or national competitions. This is only because the movement is yet so small. However, as it grows, the number of people who will be qualified to compete in national contests is going to decrease percentage-wise and there soon will have to be qualifying contests in order to determine who will fly in the Nationals. The average weekend soaring enthusiast, as we envision him, is not one who aspires to becoming a national champion or who is going to build a super ship. He is mainly interested in having some fun with maximum safety and within reasonable cost and who would be happy to compete on a local, friendly basis. It is in people like this that we feel the large expansion if interest will come.

With increasing interest in this type of friendly sport flying, we feel that there will be a need for a two-place version of the 1-26 for family flying, advanced soaring training, cross-country dual and One-Design competition. We have had numerous requests about such a ship and have developed a preliminary design which would incorporate the general basic concept of the 1-26 One-Design sailplane, but in a two-place model. That is: a safe, easy-to-fly, compact sailplane with good performance at moderate cost and available in kit form. We hope within the near future, to submit to interested persons a preliminary prospectus of such a sailplane to get their comments. If sufficient interest is shown, the decision probably will be to proceed with a prototype so this can be evaluated. Generally, the model we have in mind would be a sailplane of about 50' span wing, with an all-metal tandem seating fuselage. Its performance will be approximately 15 to 20% better than the 1-26. Since we are leaning more towards the high-performance features, it is not the purpose of this design to replace the 2-22C, although it will feature stable, safe and easy-to-fly characteristics. Its greater performance, better glide and more penetration, larger size and general sailplane qualities, would make it somewhat more demanding of the student. It also will represent a larger investment than the 2-22C.

The 2-22C has established itself as the ideal club trainer and we are confident that it will continue to be the backbone of most successful training programs for a long time to come. The 2-22C kit has become increasingly popular since it has a greater portion of the work completed than the 1-26 kit and so can

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