



Schweizer-built Ag-Cat making a double tow of a 1-23 and a 1-26 at the Chemung County Airport.

should be encouraged, and there certainly seems room in the soaring movement for super-ships, standard class and one-design. It would appear that, if the movement really grows in this country, the majority of persons coming into soaring will not be aiming at contests or records, but rather will be taking it up for fun. It is here that economical, moderate performance one-design and standard class sailplanes fit. It is quite possible that soaring might duplicate the experience in sailing. At the turn of the century, all efforts were for sailboats with ultimate performance which soon resulted in boats so expensive that only a very few could afford them. When the sailboat one-design idea started, it soon resulted in the wide-spread growth of sailing. We are confident that, as more 1-26's get about and more people try out one-design competition, it will become increasingly popular.

We are now completing the one hundredth 2-22. This is symbolic of the growing acceptance of the 2-22C as the standard club trainer. It has become the backbone of most club training programs and commercial operations. Yet the 2-22 has more performance than most people give it credit for—its rugged trainer appearance belies its good soaring ability. This is one reason why we are encouraging pilots to go cross-country in it in our "Best Flight Contest." We are sure it will not be long before the present one hundred mile record is beaten.

During 1960 we received the approved type certificate for the 1-23H and the 1-23H-15 standard class sailplane, and we produced the greatest number of 1-23's in any year except for 1949 when the 1-23 first was introduced. The H and H-15 are probably the last variations of the 1-23 sailplanes, and we feel their success has been due to our "total performance" concept of design.

They are capable of outstanding performance, such as Joe Lincoln's 450 mile distance flight last year and Paul Bickle's recent world's record altitude flight in his 1-23E. Another production run of 1-23H and H-15 sailplanes is under way at the plant at the present time.

We are happy to report that, after much preliminary design work and a thorough survey of pilot interest and market potential, we are proceeding on the construction of the prototype 2-32 two-place, high-performance sailplane. Although this model started out as a more moderate performance sailplane, our decision was to go to a higher performance version when we considered all factors.

An important one was that the difference in cost between these two types was not as great as would be expected, since the largest factor in the cost of the sailplane is the fuselage which would be substantially the same for both versions. Also, since pilots want as much performance as they can get and since this new model would be produced over the next five to ten years, we felt that a big improvement in performance was recommended. If the interest in a moderate performance configuration continues to grow, it would be possible to design a small wing for the fuselage and so have two versions. We feel that our 2-22 covers the field from basic training to two-place intermediate soaring.

Another factor that was taken into account was that the two-place, high-

performance sailplane would quite often be flown as a single-place and used for contest and award flying. The 2-32 flown single-place will make an outstanding light thermal sailplane and, by the addition of water ballast, it could be converted to a high speed sailplane.

It is hoped that the prototype 2-32 can be flying by the middle of the year so that it can be evaluated and production plans determined.

Our airplane projects continue, and the 2-31 (the two-place version of the 1-30) has been flying since last July. It has been flown with a 65 h.p. and 90 h.p. engine, and we now are trying the 100 h.p. One of the planned uses of the ship is sailplane towing, and it is our hope that, with the 100 h.p. engine, it will approach the Super-Cub 150's towing performance. Further flight tests and detailed design are under way so that a production model can be finalized this year. We feel that the 2-31, in addition to its towing ability, will be an excellent trainer and sport plane and will have sufficient cruising speed to make it practical for transportation.

1961 should be a big year for soaring and another major step should be made in popularizing this sport. With increasing numbers of persons getting into soaring, we all have to be concerned about greater stress on safety and organized flying. The SSA has taken the lead in this, and we all have to work together so that we can have a safe and successful 1961.

The prototype Schweizer 2-31, which was first flown last July, takes to the air at Elmira.

