

formance under average conditions and for a ship that is rugged and easy to maintain. Bob Fishers' choice of a 1-23H for his transcontinental flight was based on these items. We are continuing our project of investigating possible designs for a new single-place sailplane which logically would follow the 2-32 project. Here, we would take another big step forward in design and performance.

The 2-22 has established itself as the standard trainer and, in the early part of 1961, we built the one-hundredth 2-22. Since that time, a good number of additional ships have been built, and continuous improvements have been made. The latest is a new type rear door which now covers just the lower half and will soon be standard on all 2-22's. The new windows are optional and will both be hinged on the top, folding outward and snapping onto the wing. Most clubs recognize the value of the 2-22 over the surplus types for training, and the majority of the successful clubs use this ship for their training. The 2-32 will not replace the 2-22 but will supplement it for advanced training and dual cross-country flights.

By far the most popular of our models is the 1-26. We expect that we will produce the two-hundredth unit later this year. As more of these get into use, the popularity of one-design regattas will increase. The important feature of the 1-26 is that it is very easy to fly safely and has plenty of performance for Silver C and Gold C awards. It is particularly designed for the soaring pilot who soars for fun and is not necessarily interested in national competition or record flights. Kit availability has enabled many to own these sailplanes, and with the advent of our time-payment plan even more will be able to afford to purchase these.

Our airplane development program continues. However, getting into the airplane business is a costly venture, particularly if the plane to be produced has to compete against those of established aircraft manufacturers. Although we have been working mainly on the two-place 2-31 model, which would have to compete to some degree against the Piper Colt and Cessna 150, we feel that our best bet would be to develop a special purpose airplane, which could be produced economically at a relatively low rate of production. We are seriously considering putting out an improved version of the single-place

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1-30, since it has such outstanding performance and nice flying characteristics. With a 90 h.p. engine, it makes a tow ship that is matched to most sailplanes, and its towing performance with the 90 h.p. approaches that of the 150 Super Cub. Its easy handling makes check-out simple, and its conventional gear is well suited to the grass fields of many sailplane operations. We expect a cruising speed of 115 m.p.h. which makes it good "transportation," for a recent study shows that the majority of people using a two or four-place airplane normally fly alone. In addition to these uses, this ship will be excellent for other specialized uses, such as forest and pipe line patrol, ranching, etc. It is possible that it may be "beefed up" to permit aerobatic flying. In addition, the ship would be available in kit form and would include the feature of readily removable wings (similar to the 1-26) for ease in storing, towing to the airport and to keep the hangar costs as low as possible. It would be a logical addition to our line.

In looking ahead for 1962, we expect the soaring growth rate to increase. We feel that the commercial sailplane operators can play an increasingly important part in helping soaring to expand around the country. The decision of the SSA Directors to build up the status of regional and area meets will do a lot to increase competitive flying, which in the final analysis is where the real thrill of soaring lies. It is hoped that the growth of soaring can continue along the solid lines that it has established in the past, so it may expand with a steadily improving safety record. In this way, we all then will get more fun and satisfaction from our favorite sport.

### FREE OXYGEN TUBING

Dale May writes that he has eight pieces of copper tubing made up for oxygen lines, each 18 feet long with flared connecting fittings. O.D. is 3/8 inch. Any sailplane owner/build-er who needs one write Dale at 608 S. Can Dota, Mt. Prospect, Ill. He'll send collect.

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