



The finished 1-26 ready to fly with Luther Moyer at the controls.

to expect next. The instructions are very similar to Heathkit, where they say if you can read English and solder, you can make it. In this case if you can read English and rivet, you can make it. We do not wish to be overly kind to Schweizer (Paul thinks many have been, in the past) about criticizing the instructions, and we would make some minor changes. However, these are really inconsequential in considering the whole scope of the project.

Our local A & E was helpful in making spot checks, and assuring us that we were on the right track, thus preventing nightmares of having the whole thing scrapped after the first FAA inspection. Doing the work ourselves saved us about 1500 dollars, but we enjoyed the experience more than the money saved.

Some of the highlights we remember best were the unveiling of the canopy after a very tense evening drilling the holes in the plexiglass (the very noise of the static seemed to echo our thrill), the first time we assembled the wings to the fuselage in the back yard in the dead of winter, and finally sitting in the cockpit with the cushions, instruments, and longeron-to-longeron carpeting installed, imagining ourselves at 20,000 feet.

All of the main work was done in the garage, which is 14 by 25 feet, with a work bench in the next room, and the drawings laid out on the ping pong table in the game room. We had some quams about getting bogged down in the red tape of licensing, but once again the manual paid off, and we sailed through the process without a turbulent bump.

In conclusion, we would like to

pass on to others all of our enthusiasm for this kit project. This is the most satisfying way for the newer soaring enthusiasts to enter the field of sailplane ownership.

### Compact Relief Bag Now on Market

The Simplex Supply Co., Box 1702, Santa Rosa, Calif., is now marketing a practical relief bag called "Pocket John" (illustrated in the accompanying photo), which should fit the needs of soaring pilots making long flights. Its spill-proof feature is most appealing, as is the possibility of inconspicuous portability to any destination after landing. The bag is made of the best latex available. Reversibility makes possible immediate drying if desired for packing. Continued freshness is assured with no more cleansing effort than simple rinsing, as the bag has no acute folds. With moderate care (if stored in semi-dark-



ness between flights) it should last for years.

Readers may have noted that the supplier has donated three of these "Pocket Johns" as prizes in SSA's current membership contest. They should be welcome additions to the winners' armamentarium for soaring.

### SCSA To Host Soaring Sessions

The Southern California Soaring Assn. has announced that it will host regular flying sessions at various airports on the 3rd week end of every month. On the week end of Nov. 17th and 18th, operations will be at the Palm Springs Airport. Every soaring pilot and enthusiast is cordially invited.

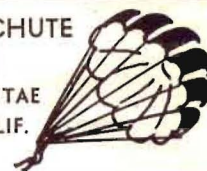
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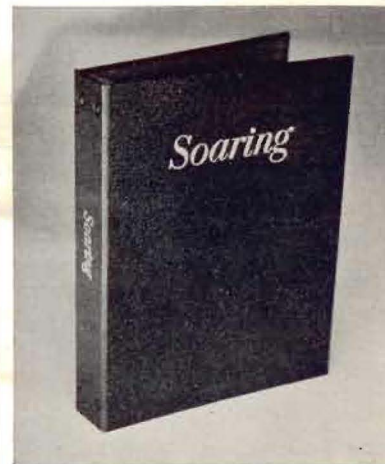
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