

DIRECTORY OF ALL ACTIVE SAILPLANE MODELS IN THE UNITED STATES

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INTRODUCTION

Soaring is done with sailplanes so most soaring enthusiasts are interested in these machines as their means to experience flight without applied power. The Soaring Society of America is pleased to present this "Directory of All Active Sailplane Models in the United States." It is not intended to be another "The World's Sailplanes" but rather an identification and comparison issue and handy reference. The object is to give for each sailplane a photo, basic specifications and performance figures, a little information about the design and references indicating where more information may be found. It should be possible to take this issue to any U.S. soaring site and identify all sailplanes being flown there.

The statistics are a combination of those compiled from FAA's "United States Civil Aircraft Register," dated June 1, 1963, and SSA records. "Active" to FAA means having had a periodic inspection within the past five years. Sailplanes known by SSA to have become inactive were deleted and only those which are expected to fly in 1964 are included. Those under construction are not considered here but SSA would like to learn of them for future reference.

Economy of presentation was a primary consideration. Where possible, photoengravings used in previous issues were saved for this purpose. Even so, it was necessary to go considerably "over budget" for new photoengravings and to add enough pages to include all the sailplane models.

It would be appreciated if any errors or omissions noted would be called to the attention of SSA so file information could be corrected and rectification made, if appropriate. Information on new sailplanes becoming active in the U.S. in the future will be printed in subsequent issues as it is received.

Finally, collective thanks are extended to all those who responded to our solicitation of information for this issue. Their co-operation made it possible.

THE "AVERAGE" SAILPLANE

For purposes of description it will be useful to define here the "average" sailplane, general characteristics which apply to most of the sailplanes, departures from which will be noted for specific models if not obvious from the photo. The "average" sailplane is single-place, has two-piece, full cantilever wings (no struts) of tapered planform, a "conventional" empennage or tail (separate vertical and horizontal surfaces) with fixed fin and stabilizer, spoilers, and a fixed wheel aft of a skid for the undercarriage. ATC will signify the model has an Approved Type Certificate, and EXP. means licensed in the experimental category.

STATISTICS

There are very close to 760 "active" sailplanes in the U.S. at this time, plus an estimated 100 inactive and another 140 under construction, making a total of 1000. All the active Schweizer models number 400, more than half of those flying. Active Schweizer 1-26's

number 175, or 23% of the 750 active ships. Models with 10 or more flying are as follows:

Schweizer 1-26.....	175
Schweizer 2-22 (all models) ..	72
L-K	61
Schweizer 1-23 (all models) ..	56
Schweizer TG-3A	41
Ka-6	37
P-R	24
Schweizer TG-2	23
Schweizer 1-19	22
Ka - 8B	19
Cherokee II	17
Bowlus Baby	16
Briegleb BG-12	15
Ka-7	14

Another 28 models have two or more copies flying and there are 66 one-of-a-kinds. The total number of different models is then 108.

PRESENTATION

In general, the models will be presented in the order of their quantity, with some deviations to keep all those of one manufacturer or designer together. The order will be, approximately, as follows: Schweizer, Schleicher, other U.S. models with two or more flying, all other foreign models, flying wings, and other U.S. one-of-a-kinds.

REFERENCES

References where further information on a model may be found will be coded as follows:

The World's Sailplanes, Vol. I	WS-I
The World's Sailplanes, Vol. II	WS-II
Soaring magazine	
..... month(s)-year	
page	p.

SCHWEIZER AIRCRAFT CORP., BOX 147, ELMIRA, N. Y. 14902 (CHEMUNG COUNTY AIRPORT)

This company has become the backbone of American soaring by producing over half of the active sailplanes in this country. Three Schweizer brothers are responsible and head the company, Ernest as president and designer of the sailplanes, Paul as V-P, and William.

Model designations are explained as follows: for the example of SGU 2-22, the first letter stands

for Schweizer, the second letter is for type of aircraft (Glider), the third letter is for type of glider (Utility; S indicates sailplane), the first digit is for the number of seats, and the last number is for the consecutive design. Numbered designs no longer active include a primary glider built in 1930, a number of utility gliders built in the 30's, some cargo and troop transport gliders built during the war,

and 27, 28, 30 and 31 are recent powered airplane designs.

Blocks of aircraft registration numbers have been assigned to the company by FAA from time to time and most of the 1-19's, early 2-22's, and early 1-23's are in the 91800-91899 range. Then followed the 3800A-3900A range, which includes most of the early 1-26's, some 8600R's, 10300's and 2700R's.