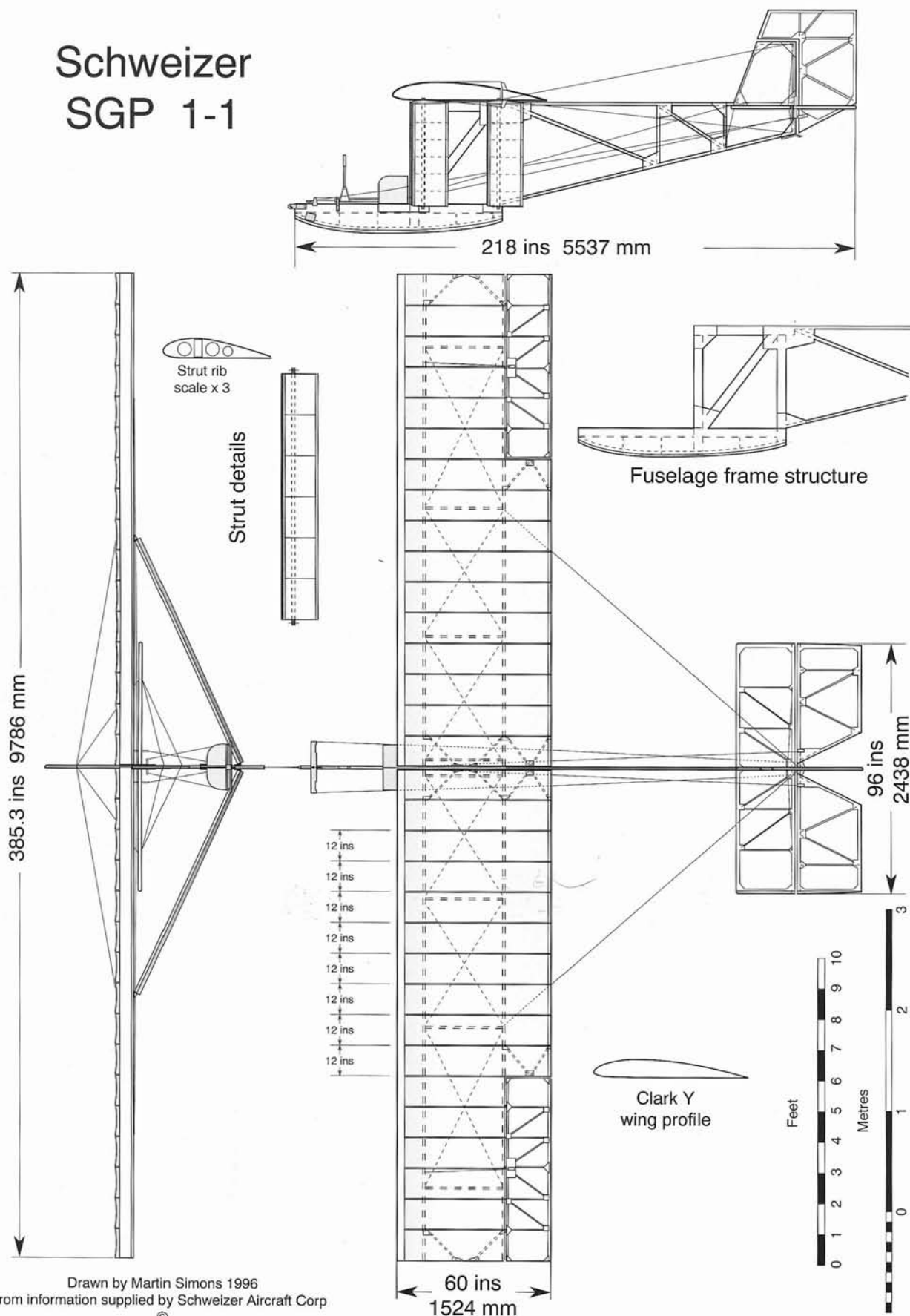
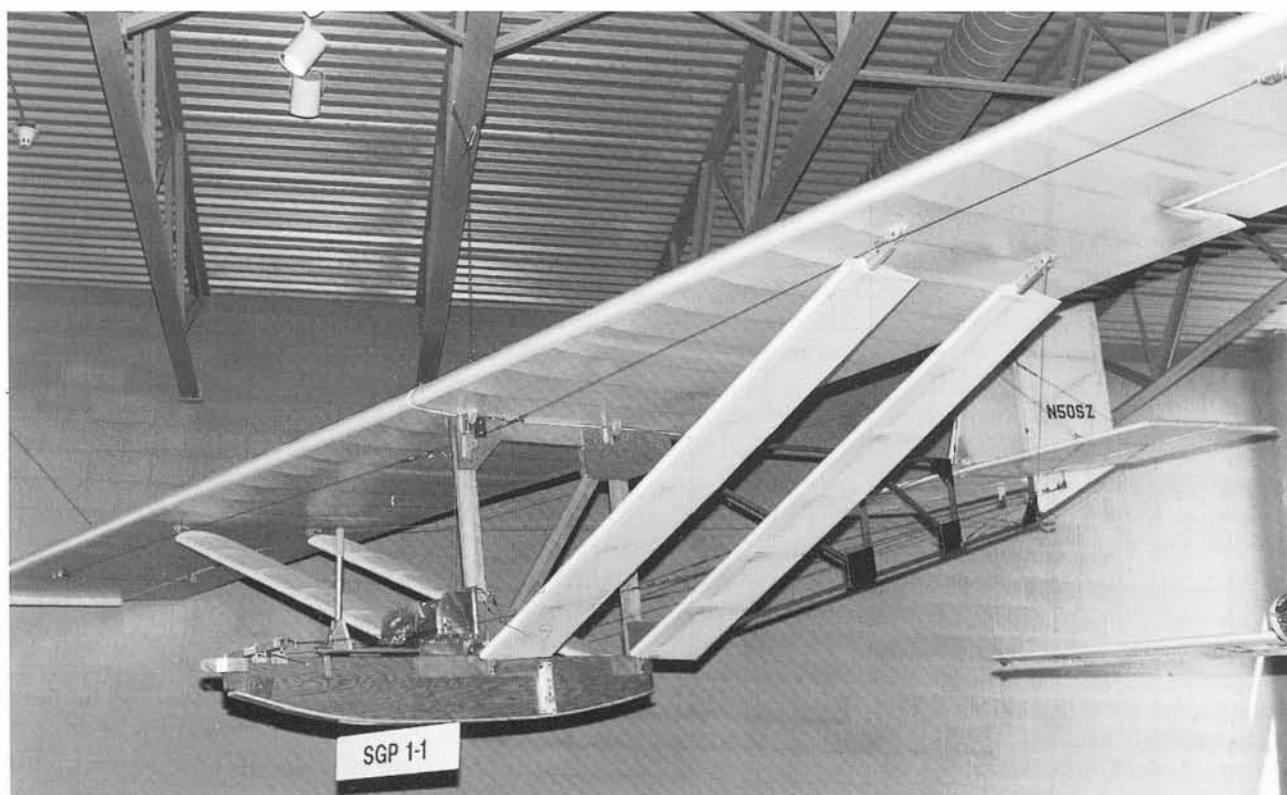


Schweizer SGP 1-1



Drawn by Martin Simons 1996
from information supplied by Schweizer Aircraft Corp
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The replica SGP 1-1 in its final resting place in the National Soaring Museum on Harris Hill.

time, suddenly had neither ailerons nor elevator. Fortunately he was able to get the glider down safely. He was anxious after this to learn how to weld.

When the summer vacation ended, Ernie entered the Guggenheim School of Aeronautics at New York University (N.Y.U.) to study aeronautical engineering. Before the economic crash Papa had talked about sending us boys to the Zürich Technical Institute, the leading engineering school in Switzerland, but his losses in 1929 made this impossible.

The rest of the club members returned to high school or grade school. We did not fly the primary again until the Thanksgiving Day weekend. The day after Thanksgiving was very windy and we should have stayed at home, but we were so eager to fly that we went anyway. The wind was so strong that we could fly the glider like a kite on strings, not needing the bungee, but on one of these flights a side gust caused a wing to strike the ground and the glider broke up around me. I was unhurt.

We rebuilt the primary during the winter and spring. To improve its performance we enclosed the fuselage with some light structure and fabric covering. It became a secondary glider, and we designated it SGU 1-1A. We flew it in the summer of 1931, making flights from Todd Field over a stone wall into a nearby pasture that was about 50 ft lower. Flying ended for the year after the second time we hit the wall, and the damaged 1-1A was put in the barn loft. It was left there, and was still there when father sold Bonnie Brook in 1945. Soon after it was destroyed when the barn burned down.

That is not quite the end of the story of the SGP 1-1. In 1989 Schweizer Aircraft Corporation celebrated fifty years since incorporation, and fifty-nine years after the first few hops of the Schweizer's primary glider, a full-scale flying replica was built. The original plans had been lost, but Ernie redrew them from memory and the second SGP 1-1 was constructed by a group of fifty volunteers from the Schweizer plant, which stands now on the edge of Elmira/Corning Airport. After completion the new primary was granted an experimental licence by the Federal Aviation Administration (F.A.A.) and was flown on the airport by myself and Bill, who had helped make the original, and afterwards by three younger members of the family. It was then taken to Harris Hill and hoisted into position in the National Soaring Museum, where it remains on exhibition.

Schweizer SGP 1-1

Total number built: 2

Specification

Span	32.1 ft	9.78 m
Length	18.17 ft	5.54 m
Wing area	160.5 ft ²	14.9 m ²
Aspect ratio	6.44	
Aerofoil section	Clark Y	
Empty weight (est.)	200 lb	90.7 kg
Pilot weight	180 lb	81.6 kg
Flying weight	380 lb	172 kg
Wing loading	2.30 lb/ft ²	11.23 kg/m ²