



Scott finished first in a 1-35A. This sailplane was later bought by the Smirnoff Company and given to the Smithsonian National Air & Space Museum in Washington, D.C., where it was exhibited for three years as part of the sport flying exhibit. In his 1-35A, which had the lower wing incidence, Tom Beltz finished seventh in the 1977 15-m Nationals.

To help sales further, we decided to produce a 'C' or 'Club' version. In this model the retractable undercarriage was replaced by a fixed wheel with larger-diameter tyre and an improved hydraulic wheel brake. The ballast tanks in the wing were eliminated. We worked to reduce the cost of this version as much as possible, and to help further we simplified the finish of the sailplane. The C model was a success, and forty-one were sold.

In all, 101 1-35s of all versions were built, making available a good, rugged, high-performance sailplane with the ability to make really short landings. Most of the 1-35 fleet are still in service. The all-metal design is very popular with those seeking high performance as well as the extra crash protection that the 1-35 gives, and who do not want to 'baby' their sailplanes. The 1-35 can safely be tied down outside, and does not need to be dismantled and put in an enclosed trailer after each use.

The 1-35 was not as successful as it might have been had the C.I.V.V. not changed the Standard Class regulations. Schweizer and the other U.S.

manufacturers who had designed to the 1969 specification felt cheated when the rules, inadequate from the first in their view, were modified and then so soon changed again.¹⁸

¹⁸ See also the remarks about speed-limiting airbrakes in the accounts of developing the 1-23H-15 and 1-34, above.

Schweizer SGS 1-35

Total number built: 101

Specification

Span	49.17 ft	14.99 m
Length	19 ft	5.8 m
Wing area	103.8 ft ²	9.65 m ²
Aspect ratio	23.29	
Aerofoil section	root, Wortmann FX 67-K-170, tip FX 67-K-150	
Empty weight	495 lb	225 kg
Pilot	190 lb	86.2 kg
Ballast	320 lb	145 kg
Maximum flying weight	1,500 lb	680 kg
Wing loading	6.38 lb/ft ² (unballasted)	31.1 kg/m ²
	8.96 lb/ft ² (ballasted)	43.7 kg/m ²
Best L/D	38:1 at 55 mph	
Minimum rate of sink	2.1 ft/sec at 45 mph	6.4 m/sec at 72 km/h



The Schweizer 1-35 alongside fellow Schweizer product the Ag-Cat agricultural airplane on the Chemung County Airport. (S.A.C.).