







Bernie Carris with Skeet Fox, assembly foreman of the sailplane department, preparing for a flight in the SGS 2-22E.

orders from the A.T.C., the paramilitary youth training organisation originated during the Second World War. The idea of building our 2-22 under licence was attractive, but although it toured the gliding clubs in Britain, it was not particularly well liked by them or by the A.T.C. When Slingsby did make the change, its first all-metal product was the T-53 two-seat trainer, which did not have much success.

A total of 258 of all versions of the 2-22 was produced. The type played an important part in the growth of soaring during the 20 years they were in production, from 1946 to 1967. Our dealer in Texas, Al Parker, earned his Gold C and a diamond in a 2-22 with a flight of more than 200 miles to a declared goal.

As with all sailplanes produced in some quantity, the 2-22 was sometimes involved in accidents, but these were never caused by any fault in the design. Because we had taken care to give the pilots as much protection as possible, very few were seriously injured. One spectacular incident occurred in May 1962, when a 2-22 was being used for film making among the mountains of British Columbia, Canada. While being flown, for the sake of the film, too close to the rocky slope near the small town of Hope, the glider ran into heavy turbulence and was thrown into the rock wall. The pilot and cameraman were hardly injured, but after getting out of the wreck they found themselves 3,200 ft above the valley, perched on the edge of a 500 ft cliff. They had to scramble down a 45-degree slope to reach a logging road 1,500 ft below. Later, the wreckage of the sailplane was lifted off the mountain by helicopter and was rebuilt to fly again. Another incident, which occurred in 1962, reflected little credit on the pilot. He was smoking while flying, and dropped the cigarette as the sailplane was rolling

along the ground after landing. The doped fabric beneath the seat caught fire immediately and, as the two pilots leapt unharmed from the cockpits, all of the fabric covering of the fuselage, wings and tail went up in flames, leaving a metal skeleton. It was fortunate that the cigarette was not dropped while the sailplane was a few hundred feet up.

More than 200 examples of the 2-22 remained active in 1983, and a good number were still flying in 1996, fifty years after the prototype first emerged. One of the original production run, N91833, looking as good as new, flew at the 1995 International Vintage Soaring Meet at Harris Hill.

## Schweizer SGS 2-22

Total number built: 258 (2-22, 51; 22A, 3; 22C, 75; 22CK, 29; 22E, 88; 22EK, 12)

### Specification

Span	43 ft	13.1 m
Length	26 ft	7.92 m
Wing area	210 ft <sup>2</sup>	19.51 m <sup>2</sup>
Aspect ratio	8.81	
Aerofoil section	NACA 43012A	
Empty weight		
(prototype)	450 lb	204.1 kg
Pilots	380 lb	172.3 kg
Flying weight	830 lb	376.4 kg
Wing loading	3.95 lb/ft <sup>2</sup>	19.3 kg/m <sup>2</sup>
Empty weight		
(E model)	470 lb	213.2 kg
Pilots	430 lb	195.0 kg
Flying weight	900 lb	408.2 kg
Wing loading	4.28 lb/ft <sup>2</sup>	20.9 kg/m <sup>2</sup>
Estimated best L/D	17:1 at 47 mph	75.6 km/h
Minimum rate of sink	3.5 ft/sec at 37 mph	1.07 m/sec at 58 km/h