





A 2-33 at Las Vegas Airport, which shows the door to the rear cockpit. (The tow rope being attached without a pilot in the sailplane infringes a safety rule.) (Las Vegas News Bureau)

these in our national advertising, and found the approach very successful. Many commercial operations offered special bicentennial glider rides.

When growth of the soaring movement started to taper off in the 1980s, 2-33 orders decreased, and production soon ceased altogether. Because of their safe flying characteristics and general ruggedness, 2-33s have an excellent safety record, and most of those which suffer damage are repaired or rebuilt. Consequently, the majority of those produced are still flying.

With almost 600 2-33s sold, the Schweizer department's '2-26' concept was justified, although they would say that we did not go far enough. Yet this was by far the most successful two-seat sailplane the company produced, and it played an important part in the rapid growth of soaring which occurred in the 1960–80 period, and continues today.

Schweizer SGS 2-33

Total number built: 579 (10 from kits)

Specification

Span	51 ft	15.5 m
Length	25.75 ft	7.85 m
Wing area	219.5 ft ²	20.39 m ²
Aspect ratio	11.85	
Aerofoil section	NACA 43012A	
Empty weight	600 lb	272 kg
Pilots	440 lb	200 kg
Flying weight	1,040 lb	472 kg
Wing loading	4.74 lb/ft ²	23.1 kg/m ²
Best L/D	22.25	
Minimum rate of sink	3.0 ft/sec	0.9m/sec (Flown solo, 2.6 ft/sec., 0.79 m/sec)