





Emil Lehecka takes off in the SGU 1-6 without the cockpit canopy, at Wurtsboro.

have a glider and was looking for something, although he wanted a sailplane with better performance than the 1-6. Nonetheless, he came to see it and mentioned that Hawley Bowlus in California was also working on a boom-tail sailplane. He wanted us to know that Bowlus was not copying our ideas.² We were able to get Charlie Tubbs to pilot the 1-6 in the Nationals. Points were scored for all kinds of flying, including duration achieved by simple hill soaring, gains of height above the launch, and cross-country distance. With a simple handicapping system there really was a chance for everyone to score, even in a glider of moderate performance. This was the contest in which Peter Riedel, another well known German pilot, scored the highest number of points in the very fine Sperber Senior that was sent to him from Germany, but we were pleased that Charlie was placed ninth, a good result for a training type of sailplane competing against some much more advanced aircraft.

To our pleasure the 1-6 won third place in the Eaton Design Competition. The \$300 that we received gave us a big boost and helped us on our way into the glider manufacturing business, but we really thought the 1-7 was a better, more generally useful, utility sailplane.

The winning design was the ABC sailplane entered by Art Schultz. It had a steel-tube-framed fuselage with fabric covering, but the strut-braced wing was of orthodox wooden construction with beautifully curved tapering tips, like those of some of the well-known European sailplanes. Built by the ABC Glider Club in Detroit, it was larger, with a span of 48 ft 6 in., and much more complicated than the 1-6, with a better performance, and was never intended as an elementary trainer. Second place went to Harland

Ross for the high-performance Ross-Stephens RS-1, all wooden and of advanced aerodynamic design.³ It had a gull-shaped wing of high aspect ratio and high wing loading, was fast and was certainly the best sailplane produced in America at that time, perhaps as good as some of the German imports. Both of these were excellent sailplanes, but not the type needed to expand the sport of soaring at club level.

We had no intention now of trying to produce the 1-6 in quantity because we knew it would be too costly. The SGU 1-6, which was called the 'Boom Tail', was sold to the Harvard Glider Club. The last we heard of it was that when the Second World War started it was stored in a barn somewhere in New England. Perhaps it is still there!

² This Bowlus design was the Baby Albatross, which flew in the following year, became very well known later and was produced as a kit in some quantity. O'Meara flew the prototype in the 1938 Nationals.

³ It later became known as the Zanonian and still exists.

Schweizer SGU 1-6

Total number built: 1

Specification

Span	38.33 ft	11.68 m
Length	20.17 ft	6.15 m
Wing area	170 ft ²	15.8 m ²
Aspect ratio	8.5	
Aerofoil section	NACA 2412	
Empty weight (est.)	243 lb	110.2 kg
Pilot weight	180 lb	81 kg
Flying weight	473 lb	214.5 kg
Wing loading	2.8 lb/ft ²	13.67 kg/m ²
Estimated best L/D	17:1	
Minimum sink rate	3 ft/sec	0.9 m/sec