

ONE-DESIGN REGATTA

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ed the final corner and aimed along the final 10-mile glide. Glide it was, for the sky was about clear by that time, and they simply did no further soaring. As they came on from Corning, their speck-silhouettes were getting down awfully close to the horizon. Finally, within moments of reaching the brow of the hill, they simply were a bit too low to make it, and veered off out over the valley to spiral in a couple of forlorn-hope thermals before drifting on down to otherwise uneventful landings by the Schweizer plant on the Chemung County airport 700' below in the valley. Howie Burr and Bernie Carris also were in that category. Bob

was not quite as strong as it had been Saturday. Also making things more challenging and difficult for the pilots was a sharp reduction in the number of clouds forming to mark their areas of best lift. The soaring was there almost as much, but considerably more elusive.

Accordingly, a shorter course of just over 12 miles was decreed, but two circuits were established as the official task. The shortest time for the two laps would earn the top score for the day of 1000 points, with the trailing ships pro-rated according to their time ratio against the winner. It was a tough job, but the pilots repeated their successful group start of the previous day, and Lt. Dave McNay succeeded in doing the entire

cial contest weekend was held Sunday night at Harris Hill and was well and happily attended by pilots, pilots' wives and children, officials' ditto, crews and crews' same.

That completed the first 1-26 One-Design Regatta. It had been a huge success. It was especially a success as an active amateur sporting event, rather than the stunt act with special performers which has too often been presumed in the mind of the general public, when publicity occurs regarding a soaring event.

The regatta was operated for and by amateur sportsmen from many walks of life. It passed another milestone in modern soaring. Mere ability to travel the sky at length in an aircraft with no engine whatsoever is an old achievement. This regatta was not held in order to impress or amaze people with this operation of sustained motorless flight, astounding and headline-making though it would be if suddenly discovered today. It was in fact intentionally called a regatta to emphasize the truth that it was a friendly, congenial, pleasant sporting event and race. Further it was a one-design event that utilized a sailplane that is, within the first year of its existence on the market, a more popular sport ship than any other in the history of U. S. soaring. It is quite possible in fact that if the sales of powered aircraft were analyzed, it would develop that this sport sailplane is the sales leader recently for all aircraft, with or without engine, which have been sold purely for sporting purposes.

The regatta principle — here meaning fleet racing among sportsmen in evenly matched craft — has certainly been established firmly in the soaring world by the success of this pioneer 1-26 event. The caliber of the people who are right now building many more 1-26's from Florida to the west coast, the breadth of Canada, down into South America, and in England, indicates that this excellent kind of soaring competition is beginning a career of just about infinite possibilities.



"Back home in Indiana" (at Ft. Wayne) Tennis Mahoney (L.) and Harlan Shaffer built this sailplane from a Schweizer 1-26 kit. With (L to R) Mrs. Mahoney and Mrs. Shaffer the partners and their ship are shown on Harris Hill, Elmira, N. Y. where they competed in the one-design sailplane regatta Sept. 3-5, 1955.

Smith was the only long-winger to return to the hill.

That evening, Schweizer Aircraft was host at a picnic for all concerned, held on Harris Hill.

After the picnic the 1-26-ers met and took initial action to organize a national, perhaps eventually hemispheric, 1-26 association. Temporary officers were elected as follows:

President: Otto Zauner, Vine-land, N. J.

Secretary: Don Ryon, Rochester, N.Y.

Sunday, September 4 was the second and final competition day, which left Monday, Labor Day, for everyone to taper off comfortably and enjoy a relaxed soaring session before heading home.

The soaring on Sunday afternoon

two laps to give him top score for the two-day meet. Don Pollard was second over-all, and Bob Smith came in with top gross score and award in the open class, which ran again on the second day and again also used the group start.

The banquet that closed out the offi-

FINAL RESULTS

ONE DESIGN REGATTA				OPEN CLASS (HANDICAP)	
Pilot	1st Days Points	2nd Days Points	Final Points	Pilot	Final Points
McNay	983	1000	1983	Smith	2047
Pollard	996	836	1832	Schweizer	1904
Zauner	1000	300	1300	Burr	1876
Selvidge	625	300	925	Carris	1211
Perucci	625	300	925	Fruchy	1115
Millay	375	300	675	See	844
Mahoney		161	161	Jones	161