

1-26 ONE DESIGN REGATTA AND MEETING OF THE 1-26 ASSOCIATION

The significant thing about the 1958 1-26 One Design Regatta that was held at Harris Hill, Elmira, New York, over Labor day, was not the performances turned in - for we had terrible weather - but rather the number of ships and pilots that this event attracted. Seventeen 1-26 sailplanes, the largest number of this type sailplane ever to get together were there. It is a good indication of the growing interest in this form of friendly competition with pilots all flying the same class of sailplanes.

Actually, it almost seemed like a National, for in addition to the 1-26's, there were fifteen other sailplanes on deck for a total of thirty-two. The EASC had also scheduled a competition between pilots from SSA Region No. 3 and the Southern Ontario Soaring Association of Brantford, Canada. There also were other area pilots out flying in the open class.

Poor weather plagued the meet, and although many valiant attempts were made, no one was able to make the minimum distance of 32 miles so neither day could be called a contest day. The result was that both the 1-26 Regatta and the Canadian-American Friendship Meet were called no contest. The best 1-26 flights were turned in by Mervyn Wenzel flying in his first meet with Harold Drew second and Jim Norton third. The Canadian-American Meet will be continued next spring at Brantford, Canada.

The poor weather, however, permitted a full social program with the SAC picnic Saturday evening followed by the 1-26 Association Meeting, then films and slides. Sunday evening the Awards Banquet was held and was followed by Dr. Francis Bundy's excellent talk on how industrial diamonds are made at G. E. Doc Bundy and his partner, Hal Bovenkerk, have had a part in this project and we suspect are all lined up to use those industrial diamonds for their Diamond C awards.

The meeting of the 1-26 Association was held and one of the important things that was decided was to do everything possible to encourage four regattas for next year. One to be held in the Mid-West, probably in conjunction with the Wright Memorial Meet; one on the West Coast and one in Canada; as well as the annual one held in Elmira. All 1-26 owners in these areas are encouraged to get together and start work so arrangements can be made for these events next year.

Another important feature was the appointment of Gretchen Ryon as Editor of the 1-26 Newsletter. The first issue has appeared and it is a big improvement over the dittoed copies that were put out previously. All persons either owning or intending to own 1-26 sailplanes are welcomed to join. Membership in the 1-26 Association, including the Newsletter, costs \$1.00, which should be sent to Gretchen, 146 Chelmsford Road, Rochester 18, New York; or

to the Treasurer, Nathan Frank, Box 338, Lexington Park, Maryland.

One of the innovations at this year's regatta was the establishment of two classes: The main event, which included cross-country flying for the more experienced pilots, and local flying for the newcomers to the 1-26. It is felt that in this way all 1-26 owners can compete and thereby gain experience. Each year different competitions are tried and it is felt that the One Design holds great possibilities for increased activity in motorless flight.

The meet was run by EASC members and sanctioned by the SSA. The pilots and sailplanes present at the Regatta are listed below:

1-26 Sailplanes

Stan Brower, Plainfield, N. J.
J. Carpenter, Canada
William Coverdale, Waynesville, O.
Harold Drew, Bloomfield Hills, Mich.
Al Fessenden, Lafayette, N. Y.
Emery Kamps, Cleveland, Ohio
Tennis Mahoney & Harlan Shaffer, Fort Wayne, Ind.
C. A. Moeller, Orange, Conn., with Ev Keeler, Southbury, Conn.
James Norton, Alplaus, N. Y.
R. Pfeiff, Patuxent River, Md.
Don & Gretchen Ryon, Rochester, N. Y.
William Schweizer, Elmira, N. Y.
Clarence & Alton Stein, Reading, Pa.
Brad Straus, New York City
M. Wenzel, Cleveland, Ohio
Jack Wilkins, Elmira, N.Y., with Joe Perrucci, Binghamton, N.Y.
Otto Zauner, Vineland, N.J.

Other Sailplanes

W. Adams & R. Goodfellow - 1-19, Canada
E. Best & G. Oates - Skylark III, Canada
C. Bond & W. Mix - L-K Flattop, Canada
H. Bovenkerk - 1-23D, Ballston Lake, N.Y.
Frank Brame - 1-23D, Canada
H. Burr - 1-24, Elmira, New York
B. Carris - 2-25, Elmira, New York
W. Duench, 1-23, Canada
W. Hoverman - 1-23D, Liverpool, N.Y.
D. Miller & N. Frank - TG-2, Millersburg, Pa. & Lexington Park, Md.
P. A. Schweizer - 1-29, Elmira, N.Y.
STAG - 2-22, Elmira, N.Y.
STAG - TG-3A, Elmira, N.Y.
S. Tombs - 1-20, Binghamton, N.Y.
H. Trampenau - L-K, Elmira, N.Y.

Sixteen (count 'em) of the Schweizer 1-26's at their annual Regatta on Harris Hill over Labor Day weekend, 1958. This is the largest group portrait to date.

