

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

by W. E. DOHERTY, JR.

Flying for fun and good fellowship was the theme of the 5th Annual 1-26 Regatta held at Harris Hill over the Labor Day weekend.

There were nineteen 1-26's on the Hill for the meet. The number of 1-26's attending has increased each year. There were 12 other ships present for the open and local class.

In setting up the Regatta program, the Committee planned several events in addition to the usual flying tasks. While directly related to soaring, they also offered additional interest to the pilots, crews and spectators. After the first day's competition, the sailplanes were disassembled and mounted on their trailers for a parade through Elmira. It was a very impressive procession. Each sailplane had signs on both sides bearing the name of its home town. The parade demonstrated to the local populace the wide spread interest in the meets, and also gave the local sponsors a new concept of inter-community participation in locally supported soaring contests. Re-assembly of the ships was in the form of a contest featuring a Le Mans start. As far as we know, this was the first competitive assembly race held since World War II.

Weather conditions favored the spectators as lift was generally weak and spotty. The first two days were competition days while on Monday there was local flying. Saturday's task was a triangular course while on Sunday the task was a goal-and-return race. Bill Frutchy and Dale Gustin using the EASC's 2-22, gave

checkout flights to all pilots flying on the Hill for the first time.

In the 1-26's, Jim Norton won the first day honors followed by Otto Zauner and Hank Henderson. On the second day, Brad Straus won the goal-and-return race with Otto Zauner and Connie Moeller taking second and third. Otto Zauner won the 1-26 Championship and was the first recipient of the new Schweizer 1-26 Perpetual Trophy (reproduced on the back cover of this issue). Hank Henderson who usually flies a DC-7 for United, edged out Brad Straus for second place by two points. It is interesting to note that 16 of the 1-26's took part in the cross-country events.

There were eight entries in the team competition which was won by Jack Wilkins and Joe Perrucci of the EASC. Howard Weissleader and Cid Carvalho of the Rochester Soaring Club placed second while Bud Briggs and Bob Breiling flying the Iroquois Club's 1-26 were third. Nate Frank won the local championship trophy. The Montreal Soaring Council was awarded a nylon tow rope as the club having the best representation. Tennis Mahoney and Harley Shaffer won a special prize for the 1-26 traveling the greatest distance to the Regatta.

The assembly race was not only of great interest to the spectators, but the times posted by all the competing crews are going to be hard to beat. The sailplanes were on their trailers in trailing condition. The crews lined up 50 yards away and on a given signal raced to their ships and started assembling them. A timer-inspector was assigned each

crew. When assembly was completed, the ship was thoroughly inspected and a loose or missing nut or safety pin meant disqualification.

Otto Zauner and his crew chief, Art Heavener, gave a fine demonstration of two-man team work and took top honors with a time of 7 minutes and 45 seconds. This was even more outstanding considering that Otto's trailer is enclosed and his elevator and stabilizer assembly is removed. It is interesting to note that all ships were rigged in less than 13 minutes and there were no disqualifications.

In spite of the number of contest and local flights made, there was time for a well rounded social program. A buffet picnic was held Saturday night followed by movies of the 26th Nationals and many entertaining color slides. The Awards Banquet was held Sunday evening and was attended by about 150 people. At the Banquet, Don Ryon, President of the 1-26 Association, presented the special plaques to the owners of each attending 1-26. This year's plaque was designed by Don to be attached in the cockpit as a permanent memento of the 5th Annual 1-26 Regatta. Last year's plaques were furnished by Stan Brower.

Following the Banquet, a meeting of the 1-26 Association was held. It was reported that interest in the 1-26 Regatta is increasing. The Association will endeavor to increase the number of 1-26 Regattas to be held next year. It was also urged that all 1-26 owners who have not done so, join the Association. Annual dues are \$2.00. Membership in the Association includes the Newsletter. Gretchen Ryon who publishes the Newsletter, requested all members to send news items and any stories of award flights for publication in the Newsletter. Her address is: 146 Chelmsford Road, Rochester 18, New

Air view of the nineteen Schweizer 1-26 sailplanes on Harris Hill for the 1959 1-26 One-Design Regatta, Elmira, N.Y.

