



by TONY DOHERTY

"Soar for Your Supper" was the theme of one of the tasks at the 6th Annual 1-26 Regatta that was held at Harris Hill over the Labor Day weekend.

Each year the Contest and Program Committee sets up tasks that will not only test the skill of the pilots but also provide interest and entertainment for the crews and spectators. There was contest flying on all three days with the best score made on any two of the days being counted. Although there were several other contests the same weekend at other soaring centers in the east, eighteen 1-26's and twelve open class sailplanes took part in the Regatta. Six states and two Canadian provinces were represented.

Saturday's task was a flight from Harris Hill to Costa's Airport west of Corning, back to Harris Hill, and then on to a previously selected field near Waverly. This goal was one familiar to most pilots who have flown in past contests at Harris Hill - O'Brien's Restaurant. For many years the O'Brien Brothers have made a standing offer that any contest pilot who flies past the window of their mountainside inn and lands in the valley below gets a free dinner for himself and his crew. For the Regatta, the pilots and crew of the two sailplanes making the best time to the field below the restaurant would be guests of the O'Briens. The rest

of those competing were offered a special "Soaring Supper." As an added incentive a keg of beer and a tub of cold pop were at the field.

Don Wilson of the Southern Ontario Soaring Association was the only pilot to complete the task. Howard Weissleader of the Rochester Soaring Club and Bob Court of the Elmira Area Soaring Corp. landed only a few fields away. The rest arrived at the field either with their ships on trailers or with the help of a second tow from Harris Hill. At least 100 people assembled at the field and after draining the keg everyone went up the hill to O'Brien's for dinner. The parking area was almost filled with trailered ships.

On Sunday morning after a 1-26 Association breakfast meeting a 1-26 Assembly Race with a LeMans type start was held. This event is one of great interest to the spectators. The sailplanes were on their trailers in trailing condition. The crews were lined up 50 yards away. When the starting signal was given they raced to their ships and started assembling them. A timer-inspector was assigned to each crew. When assembly was completed each ship was thoroughly inspected. A loose or missing nut or safety pin meant disqualification. The record of seven minutes and forty-five seconds set by Otto Zauner last year was broken by Jim Norton assisted by Francis Bundy and Hal Boventkerk in the excellent time of

seven minutes and 24 seconds.

Sunday's task was shortened to fit the weak soaring conditions. It was a goal and return flight to the omnistation near Corning. Joe Perrucci and Clarence Stein tied for first.

There was some lift along the ridge with weak thermal activity. Well along in the afternoon two 1-26's brushed wings while working the same thermal. There was no major damage, but it points out the necessity for pilots to keep constantly on the alert especially when a large number of ships are flying in a local area. Watch out for Variometer Hypnosis!

The Annual Banquet was held Sunday evening at the Hill with about 150 people attending. At the banquet Don Ryon presented the special Regatta Plaques for each 1-26 entered. These plaques are attached to the instrument panel. Following the banquet Walter Hausler showed soaring films and some slides he took during the Internationals in Germany. Stew Clemons showed slides he took at the Nationals.

Monday's task was a 40 mile goal and return flight. Fifteen year old Stuart Schweizer turned in the best time of the day completing the task in one hour and fifteen minutes. This was only nineteen minutes more than the time turned in by Bernie Carris flying the RJ-5 in the open class.

In the final scoring, Don Wilson of SOSA won the championship with Joe Perrucci second and Bob Court third. Bill Frutchy and Dale Gustin of the Elmira Area Soaring Corp. were the team champions followed by last year's champions Jack Wilkins and Joe Perrucci with Don Wilson and Frank Wright third. Bob Court won the Novice Trophy.

Open class participation of this meet is stressed less each year as size and activity of 1-26 design continues to increase. Regattas play an important part in helping to popularize soaring. They offer interesting tasks for the experienced pilot as well as giving the newcomer his first taste of competition. Crew participation builds up team work and increases interest. Tasks are chosen that will hold the interest of the spectators. Shorter triangle courses that must be circled several times localize the activity.

The Regatta was sponsored by the Schweizer Aircraft Corp., conducted by the Elmira Area Soaring Corp., and sanctioned by the Soaring Society of America.

1-26 Regatta winners (L to R): Bob Court, Novice; Don Wilson, Champion; Bill Frutchy and Dale Gustin, Team. The painting is the Champion's perpetual award.

Photo: Schweizer Aircraft Corp.

