

# 8th ANNUAL 1-26 REGATTA

Sanctioned by The Soaring Society of America, Inc.

by TONY DOHERTY

Webster defines a regatta as a series of races in one program. Generally we envision the races as only a part of a soaring regatta. The pleasant combination of competition and camaraderie and the festive activities are major factors in the ultimate success of these yearly get-togethers.

The Annual 1-26 Regatta is always an interesting blend of the old and the new—old friendships and rivalries to be renewed, pilots and crews bringing their ships to the hill for the first time—the exchange of ideas, strategies and experiences—the challenge of each day's task.

The 8th Annual Regatta, held at Harris Hill, over the Labor Day Weekend, offered all of this and more too. We were confronted with Sky Shield III right plunk in the middle of what would have been the first soarable day. Despite this and Saturday's unsoarable weather, the outcome of the three day meet was most successful. It was thoroughly enjoyed by the pilots and crews of the sixteen 1-26's and the eight open class sailplanes attending. The states of Ohio, Pennsylvania, New Jersey, New York, Maryland, and Michigan, as well as the Canadian Provinces of Ontario and Quebec, were represented. Nearly all of the "old regulars" were on hand as well as a number of newcomers. This combination added interest to the overall program as well as a few surprises.

Of special interest was a group relatively new on the soaring scene—

the Soaring Dutchmen Club from Kutztown, Pennsylvania, which was represented at the regatta by Don Miller, Luther Moyer and Dr. Lowell Yund. This trio purchased a standard kit last November. Since the ship made its first flight in March, they have each earned their Silver Badge as well as making a number of good cross-country flights. Everyone was very much impressed with the interest and enthusiasm they brought to the meet. With their unique Pennsylvania Dutch hats and competitive spirit they were a most welcome addition.

At the Pilots' Meeting Saturday morning "Met Man" Walt Cannon could offer no hope for contest conditions. The wind was off the ridge, consequently, flight activities consisted mainly of giving first-timers check-outs on landing on the hill. In the afternoon a tour of the Schweizer Aircraft plant was set up. The focal point of interest turned out to be the prototype 2-32. As it was impossible to give all pilots a ride, names were drawn from a hat. The balance of the afternoon was spent introducing ten of the visitors to the new bird.

An excellent picnic supper was served that evening in the Administration Building by the Elmira Area Soaring Corporation's 1-26 group, the "Soaring Seven." Following this, a round table meeting of the 1-26 Association was held. It was decided that with nearly 200 1-26's flying, steps should be taken to increase the activity of the Association and in

promoting more regional regattas. 1-26 owners will be notified in the next Newsletter.

Between the weather Sunday morning and Sky Shield III, the task committee was faced with quite a problem. The forecast called for soaring conditions to develop after 2 P.M., with 10/10 cover and only minimum conditions before that time. It was decided that the task would be a goal glide flight to Blue Swan Airport, a distance of 18 miles. The pilot, however, could select his own tow altitude; the higher the tow, the fewer the points. A spot landing was added to further the fun. This actually amounted to a bonus of 250 points for making the field, less one point for each foot away from the mark. Dale Gustin placed first in this event with a 2,900' tow and 249 spot landing points. Stu Schweizer placed second with a 3,000' tow and a 249.5 point spot landing. Twelve 1-26's made the goal as did four of the open ships. The fact that every sailplane entered in the meet participated in this task added greatly to the interest.

Exactly at 3:00 o'clock the sky cleared and the sun appeared. At this point the attention was directed to the beer and soft drink tubs while the different political factions came to light in the form of touch football and baseball games on the airport.

The Annual Banquet was held at Harris Hill Sunday evening. After awarding a prize to Gordie Hicks, representing the Montreal Soaring Council, for the group that had traveled the greatest distance, Paul Schweizer showed slides taken at the '62 Nationals as well as some taken on his trip to Paris to attend the FAI Meeting in June.

The first event Monday was the LeMans Assembly Race. Last year the team of Doc Bundy and Hal Bovenkerk set a record of 6 minutes and 50 seconds. At the time, this seemed unbeatable. It seems that "The Soaring Dutchmen" had read Otto Zauner's article in *Soaring* on the quick assembly of a sailplane. When the dust had settled and all of the pins, nuts and safety pins were checked, the official assembly time for a 1-26 had been lowered by the "Dutchmen" to the incredible time of 4 minutes 42 seconds. This included installing the horizontal stabilizer.

In order to make it possible to have the results by 5:30 p.m., Mon-

An aerial view of the starting line-up for the 8th Annual 1-26 Regatta at Harris Hill, Elmira, New York.

