

Let me point out that the National 1-26 Point Championship would not in any way replace the actual national championships as envisioned in section III of this article. A pilot who can emerge a champion in face-to-face competition deserves to stand alone and to be recognized for his skill. The point championship, however, selects the pilot who demonstrates year-round excellence in flying and interest in soaring achievements, without forcing anyone to leave his local flying area or to take an extended vacation for the purpose of competing. I see the two championships as complementary and mutually stimulating to the 1-26 class.

#### V. SUMMARY, OFFER AND APPEAL FOR RESPONSE

In summary, I wish to re-emphasize the importance of the development of local association chapters with the aim of furthering easy weekend competitions and tasks for all comers on an equal basis; with the aim of furthering regatta-type competitions on a regional basis; with the aim of promoting a closer feeling and social affinity between all persons interested in the 1-26; and in promoting general soaring excellence and safety in all soaring areas.

Let me also re-emphasize the importance of one person being designated in each area to begin the formulation of the local chapter. It is clear that the chapter will soon gain stature and momentum and relieve the burden from the shoulders of its founder.

Since I feel a national point championship as envisioned above would also do a great deal towards furthering interest in performance flights in the 1-26, and since someone has to act as the clearing house for the award of points and tabulations of positions, I hereby offer to fill that post, hoping deep down inside that the bookkeeping won't get completely out of hand (!).

*I now appeal to you for comments on the proposals above.* Perhaps you have specific suggestions of your own that are different from mine? Do my ideas for chapter formation and a national point championship seem reasonable or workable? What would you suggest for the "point year"? (For instance, Jan. 1 through Dec. 31, or July 1 through June 30). Should we keep points simply for the 1-26 class (I think so), or should we subdivide

into junior, senior and feminine division? (Too much complication). Have I left out categories in my six suggested events, or included too many? Should we allow Cherokees to compete on an equal basis with us, or should we keep our one-design association pure?

I suggest that you send your comments to me, even if only one or two words of general approval or disapproval, on a postcard or in a letter. I will take a cross-section of the response and suggestions, and come up with a final proposal in *Soaring*, I hope, within a couple of issues from now.

Schweizer Aircraft Corp. has given us all a beautiful opportunity, and I sincerely hope we can start taking advantage of it!

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### REPORT ON THE 1-26 ASSOCIATION

The 1-26 Association met at Harris Hill on September 1, 1963, during the 9th Annual Regatta. 23 pilots attended. The following officers were elected: President, Lowell C. Yund; Vice-President, eastern U.S., Walter F. Briggs; Vice-President, central U.S., Wally Scott; Vice-President, western U.S., Donald Aitken; Secretary, Tony Doherty; Treasurer, Nate Frank. A Vice-President for Canada will be elected as soon as possible.

Fruitful discussion was held concerning the aims and direction of growth of the organization, and the proposals of Donald Aitken were used as a guide.

The concept of having as members all 1-26 pilots, not only owners, was accepted enthusiastically. The ultimate aim of local, regional and international championship competition was adopted. The concept of a season-series point championship based on individual cumulative performance, and awarded by a standard scoring system, was also adopted.

The local unit of the Association will be a flight, consisting of three or more pilots. The first Flight Charter was presented to the Philadelphia Area group, and the second to the Soaring Dutchmen.

A committee headed by Bob Tredinnick of Norristown, Pa., will review and suggest changes in the bylaws, and these will be circulated to the members by mail for their action.

The International Star Class Yacht Racing Association has become, over the past fifty years, the most successful one-design organization in sailing, and we propose to borrow ideas freely from our two-dimensional brothers, since our basic aim is to encourage and expand the sport of soaring.

All 1-26 pilots are urged to send their dollar for yearly dues to Nathan Frank, Box 338, Lexington Park, Maryland.

LOWELL C. YUND, *President*

New 1-26 Association officers present the first 1-26 Association Flight Charter to Livingston Morris as representative of the Philadelphia Glider Council. From L. to R., Nathan Frank, Treasurer, Dr. Lowell Yund, President, Mr. Morris, and Tony Doherty, Secretary.

