

# 1-26 ASSOCIATION NEWS

by RICHARD MILLER

The idea of a National one-class competition, using a standard design, has been half alive in this country ever since the first flight of the first 1-26 at Elmira ten years ago. With the exception of the regular 1-26 Regattas at Harris Hill not much happened, however. Now the 1-26 Association has been reactivated and 1964 seems destined to be the year of decision for one-class competition in America. The purpose of this column will be to report regularly on the activities of the 1-26 Association and give the movement all the support it can.

At least two good reasons for the upsurge in 1-26 activity are obvious. One is the nature of the competition. There will always be a brave soul or two who will enter the Nationals and fly against the Sisu and HP-11. The majority of 1-26 pilots prefer a little less disparity and flying against other 1-26's provides the answer. At least as significant is the steadily growing numbers of 1-26's flying. The list of 1963 purchasers, just received from Tony Doherty, lists numbers 199 through 245. This is certainly a solid numerical foundation on which to proceed. With new ships appearing at almost a one-a-week rate things can only get better.

A very conscientious effort is being made at SAC (Schweizer Aircraft Corp.) to keep track of all 1-26's, foreign and domestic, pri-

vate and commercial, flying and *hors the combat*. Please take a few minutes to note your total 1-26 flights and hours for 1963 if you are a current owner. Send the information to Tony Doherty, 1-26 Association, Box 147, Elmira, New York 14902. Tony would also like to be notified whenever a ship changes hands.

The two major soaring sites in the Northern California area, Hummingbird Haven in Livermore and Sky Sailing at Fremont, are crawling with high-performance sailplanes of all kinds. Yet what ship holds the local altitude records? Well, George Asdel who flies his 1-26 out of Hummingbird Haven has been to 16,000 feet over that field and the record at Les Arnold's Sky Sailing field was recently busted wide open in a way that had some Skylark and Standard Austria pilots pulling out enough hair to change the airflow over their scalps from turbulent to laminar. One Brent Creer took off in a 1-26 on the afternoon of February 18th (after being persuaded to take along oxygen and a barograph) to do a little wave flying. When they asked him later how high he'd been, and he told them, a lot of jaws dropped. Evidently Brent had been reading some high-powered literature because 20,000 feet-plus didn't seem like anything extraordinary to him. But the thing that bent so many people so far out of shape was the fact that Brent

had fewer than ten solo flights to his credit. He apparently didn't even have his C when he made this Diamond altitude flight. And that's just the diamond that Les, who has been flying since a 1928 hang glider, is still missing.

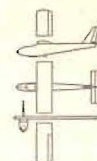
How does the idea of an alternate, open canopy for the 1-26 strike you? Aren't there many warm summer days when a fresh breeze in the face would be more than worth the slight loss in performance? Let us know how you feel about it.

A big effort is being made to insure that the 10th Annual 1-26 Regatta, to be held this fall at Harris Hill, will be a very special affair. The most exciting prospect are plans for a 1-26 Soaring Camp during the week prior to the actual contest. It is intended that this be an informal occasion and one which will appeal to families as well as pilots. Daily flying during the camp would be at the discretion of the pilot. He could put-put as far as Horseheads and back or attempt cross-country flights from the Hill under the national 1-26 point award system. The evenings would include social get-togethers, seminars, film screening and the usual sort of activity that makes a week at Harris Hill go by in roughly two days. It is hoped to have the 1-26 Soaring Camp scheduled early enough so that interested people can arrange their vacation plans accordingly.

1-26 pilots, this is your column and we're going to depend on you for material to keep it going. Let us know about your flights, about activity in your area, about modifications to your 1-26. What do you want to see in this column? Are you in favor of an open canopy, a 1-26 Soaring Camp? Please tell us. (When possible, put separate 1-26 items on individual 3x5 slips or cards.) Send correspondence to "1-26 Column" in care of Soaring.



The membership card of the 1-26 Association.



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