

# 1-26 ASSOCIATION NEWS

by LOWELL C. YUND, M.D.,  
President

The growth of the 1-26 Association during the past year has shown that the concept and structure of the organization are sound, and that many are interested in one-design soaring. The following Flights have been registered:

- \* 1. Philadelphia Area 1-26's  
Philadelphia, Pa.
- \* 2. The Soaring Dutchmen  
Kutztown, Pa.
- \* 3. Tri-Cities Soaring Society  
Endwell, N.Y.
- \* 4. Harris Hill Thermal Harriers  
Horseheads, N.Y.
- 5. Saskatchewan 1-26 Assoc.  
Regina, Sask.
- 6. Lantana 1-26 Flight  
Lantana, Fla.
- 7. Hawkeye Soaring Club  
Fort Dodge, Ia.
- \* 8. Quaker City Soaring Society  
Berwyn, Pa.
- \* 9. Columbus Soaring 1-26 Assoc.  
Columbus, Ohio
- \* 10. Tehachapi 1-26 Wavers  
Tehachapi, Calif.
- 11. Rochester Soaring Club  
Rochester, N.Y.
- 12. The I-Soars  
Savoy, Ill.
- 13. Red Wing 1-26 Assoc.  
Red Wing, Minn.
- \* 14. Montreal 1-26 Assoc.  
Lachine, P.Q.
- \* 15. Blue Ridge Flight  
Roanoke, Va.
- 16. St. Louis Soaring Assoc.  
Florissant, Miss.
- 17. AGCSC 1-26 Group  
San Diego, Calif.
- \* 18. Thermal-G Winchers  
Erie, Pa.

\*Represented at the 10th Regatta.

A glance at the Flight list reveals wide-spread activity in both the United States and Canada. The dues for 1965 have been increased to \$2.00. Each member will receive a copy of the first annual 1-26 Log. This booklet will contain rosters of ships and members, reports of activities, records and FAI awards, along with useful information for all 1-26 pilots. We note that during 1964 up to September 12, soaring pilots have used the 1-26 to earn the following FAI awards: Diamond altitude—13, Diamond distance—1, Diamond goal—8, Gold altitude—19, Gold distance—10, Silver altitude—110, Silver distance—69, Silver duration—88. No doubt there were many C badges earned also—that flight which a soaring pilot always remembers, along with his first cross-country. Many informal weekend gatherings were

enjoyed, as pilots flew together and families crewed together. Enthusiasm is spread in a happy epidemic. We hasten to add that this is not ballyhoo, but fact.

1965 holds promise of an expanded schedule of local regattas, with the winners competing for the International championship at the last regatta. The Point Championship will grow as pilots who cannot compete because of geography still have the opportunity of matching skills through the accumulation of points throughout the season. Many others will find that touring the countryside with the sailplane and a Schweizer tow-hook will provide a delightful vacation. Soaring can be enjoyed practically anywhere there is a Cessna. We will report more fully on this.

Once again we urge all 1-26 pilots, and those interested in 1-26 activities to join the Association by sending their dues to Mr. Jerry Morris, 617 Ventura Blvd., Endwell, N.Y. He's our new treasurer.

Ernie Schweizer reminds us to see that seat belts and shoulder harness are in good condition, and that any equipment carried aft of the pilot's head is a potential skull-cracker.



All dressed up in winter wave-flying gear, Don Miller of the Flying Dutchmen, made his Gold altitude at Sugarbush on October 30th, in the 1-26, of course.

## NORTHWEST REGIONAL SOARING CHAMPIONSHIP

by JAMES D. BALL, M.D.

Although the Pacific Northwest Regional Soaring Championship, held again at Sun Valley, did not produce such glamorous flights as its predecessor of 1963, the meet July 13 to 17 was characterized by steady soaring weather and steady competition.

Major Ed Butts and Louis Stur assisted by the Idaho CAP and the local Sawtooth Soaring Club provided excellent organization, weather briefing and task selection.

The disappointing number of contestants, heightened by the short visits of Bob Moore and Rudy Allemann was offset somewhat by the conviviality of the small group at the several parties held in their honor. Bob Moore's stay was but a few hours as he declared himself too exhausted to fly after two weeks at the Nationals. Rudy took the opportunity to play tag with Ed McLanahan among 12,000 ft. peaks before continuing home to see the most recent addition to his family, born while he was competing at McCook.

The 59.5 mile triangular speed task of the first contest day was a delight to the many spectators. Because the turn point onto the final leg was the Bald Mountain Look-out, visible from an approximately 12 miles away and 4,000 feet higher than the finish line, the final leg was a screaming 100 knot dash through considerable turbulence. Frank Woodward in his KA-6 took the honors with four of eight contestants completing the task.

Frank Woodward chose the wrong direction on the second day, an out-and-return with optional distance leg, and Ed McLanahan's 1-23 went 185.5 miles to bring him into the scoring lead.

Montana was invaded this year as last on the free distance day but the international border was not breeched. Ed McLanahan outdrifted Frank Woodward 297 miles to 267 miles to retain the top spot.

Following a rest and retrieve day the final task was an out-and-return again won by Ed at 42.2 mph followed closely by Frank's 40.5 mph, thus quite effectively sealing up the No. 1 & 2 spots in the open class.

Other open class contestants