

1-26 ASSOCIATION NEWS

by RICHARD MILLER

The response to the alternate open canopy suggestion made in the April *Soaring* has been enthusiastic beyond our wildest dreams. Wild, tumultuous frenetic. Three people wrote in. (One all the way from Turkey.) Mr. Dungan of St. Charles, Mo. approved of the idea. Mr. Louis S. Rehr of Lantana, Florida says he has been in favor of an open canopy version for years. Mr. F. J. Haas (our man in Turkey) states that he would be just as happy to use an open 1-26 for badge soaring as for fun. A total of three may seem like a trifling matter, but if we subject it to the sort of numerical hanky-panky commonly used by radio and TV sampling polls it can easily be made to represent (even by the most modest estimate) 557 avid 1-26 owners. The fact that there are not 557 avid 1-26 owners should not be permitted to prejudice the case.

Any substantial modification, such as an open canopy should come, of course, from the Schweizers. It would involve more expenditure in time and money—for design, development, testing and marketing—than most of us realize, plus the usual risks. In sum SAC would assume the burden of responsibility, as it has for the past quarter century, and we would get the benefits. We realize our three replies don't make much of a case but we can't imagine anything that would enhance the pleasure of flying the 1-26 more than an open cockpit and we intend to present the case for it as energetically as possible.

Bud Briggs of Clinton, New York has suggested that some attention be given to one aspect of 1-26 flying that has been largely overlooked in the past—the husband and wife teams in which both members fly and exchange crewing duties. We don't know just how much such connubiality amid the convective currents there is although we do seem to recall that marriages are made in heaven. Bud mentions Jerry and Joan Morris of the Tri-Cities (N.Y.) Soaring Society both of whom have been checked out and will shortly be flying their own 1-26 (#230). He

further mentions Bill Sparks and his wife why fly 1-26 #203 from Freedom Field at Medina, Ohio. To this we can add Clayton and John Vickland of San Jose, California who are completing #238 not quite fast enough. Clayton is an experienced pilot, Joan has just recently soloed. In the same area we have George and Mrs. Asdel of Sunnyvale, who fly #77 out of Hummingbird Haven and of course the Lichers in Southern California. You will probably recall Rose Marie Licher's 275 mile flight last year in 1-26 #98.

Bud Briggs is a long-time 1-26 owner (#66), SSA Governor for Northern N. Y. State, a VP of the 1-26 Association and one of those rocks on which our national soaring movement is founded. Bud has flown in many of the 1-26 Regattas at Harris Hill and was Regatta Champion last year. Joan Briggs does not fly, but is one of those rare wives who is as devoted to her husband as he is to soaring (and to her), the kind that every soaring pilot dreams of and a fortunate few have.

Wing tip wheels are not for the fastidious private 1-26 owner who handles his airplane with care and affection, who has a devoted wife to run the wing tip at the start of each flight and who somehow never lands in rocky fields. They are certainly worth consideration as an addition to the much used club ship, however, and a very sensible modification to the 1-26 that gets used day in and day out in the commercial glider operation.

A well mounted tip wheel can add measurably to the utility of the glider. It will help to protect the vulnerable underside of the wing from the inevitable chewing up it seems to receive. It will minimize the likelihood of ground-looping on take-off and landing, thus making the ship safer. Tip wheels also put the 1-26 closer to Pete Bowers' ideal of the one-manhandlable glider.

One commercial operator we know has equipped all four of his 1-26's with six-inch Craftsman wheels (\$1.26 each at Sears). They are mounted in welded brackets of

4130 chromemolly (.060..) which are secured by bolts through the tie-down bolt hole, plus a line of PK's along the edge of each tip rib. This gentleman has had the considerable pleasure of watching a twitchy student do a 180-degree turn using the right wing tip wheel as his only contact with the ground. He figures that this rather exciting interlude was easily worth several times his entire investment in wing tip wheels, with a little bit left over. You might consider them for your ship too. If you want additional specifics on the mounting just let us know. We'll do what we can to help.

Lowell Yund, our 1-26 Association president, would like to remind everybody that the national Point Championship is a significant part of the overall 1-26 program and one with very special benefits, such as those four 1-26's the Schweizers will make available to regional winners during the September One-Design Regatta. Notification of any flight for which a 1-26 pilot desires credit should be sent (along with 25¢ for processing) to Lowell C. Yund, 1624 Cleveland Ave. Wyomissing, Penna. Lowell also sends word that he has recently issued Flight Charter No. 16—to the St. Louis Soaring Association, c/o Betty Williston, Florissant, Mo.

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