

REPORT ON THE 1-26 ASSOCIATION

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

The reorganization activities of the 1-26 Association are well under way. We have truly become an international organization, through the acceptance of Harold A. Eley of the post of vice-president for the Canadian Division. A Flight Charter was issued to the Saskatchewan 1-26 Association (No. 5) which has two 1-26's and nine members. Therefore, all previous references to our "national" activities should now read "international." While this is only a small point at present, we believe it portends the birth of a giant.

A summary of the Flight Charters issued to date is as follows:

1. Philadelphia Area 1-26's, Philadelphia, Pa.
2. Soaring Dutchmen, Kutztown, Pa.
3. Tri-Cities Soaring Society, Endwell, N.Y.
4. Harris Hill Thermal Harriers, Elmira, N.Y.
5. Saskatchewan 1-26 Assn., Regina, Saskatchewan.
6. Lantana 1-26 Flight, Lantana, Florida.

Application for a Flight Charter should be made to the president at 1624 Cleveland Ave., Wyomissing, Pa.

The proposed bylaws of the 1-26 Association are presented below. They have purposely been kept uncomplicated, and as free of details as possible, in order to provide the Association free growth and the stimulus of new ideas. Details of procedures and rules will be added as they become necessary. The full procedure for the International Point Championship was presented in the February *Soaring*, and we believe this phase of the 1-26 program will give strong impetus to one-design activities.

In sailing, the assurance of one-design status of a boat has required a complicated system of formal measurement. This difficulty has been completely eliminated for us by the FAA. The affidavit of conformity executed either by the factory or by a kit builder assures that any ship licensed as a 1-26 IS a 1-26. Provisions are made for modifications currently used, and for future modifications, such as strengthening of the structure to allow more equipment to be carried, or changing the planform of the fin and rudder.

Membership was originally restricted to owners, then expanded to accept all 1-26 pilots, and now is open to all persons interested in 1-26 activities. We have no intent to create some exclusive club—to be interested in soaring, *per se*, should satisfy that desire wherever it may exist.

The creation of Flights obviously parallels fleets of sailboats. Once again, freedom is the keynote. Local Flights are encouraged to conduct their own competitions, and no rules as to tasks, scoring, etc., are issued from above. Many pilots insist they are not interested in competition, but it is a rare person who can resist this basic drive of man, especially when it is evident that he has a chance to make a good showing. Thus, local testing will improve all pilots' ability, and provide good training ground for those who want to reach the top, through Division regattas, or as contenders for the International Championship. Finally, winners and losers must realize that the performance of the man has been the deciding factor, not the performance of a variety of machines. Herein lie the thrill and magnetism of one-design flying to which you are now invited.

ter soaring through organized competition, using the Schweizer 1-26 sailplane as a one-design sailplane.

II. One Design

The 1-26 design as certificated by the FAA shall be the only sailplane permitted in sanctioned competition. The design as of 1963 shall be accepted as standard. Modifications permitted shall not change the basic aerodynamic performance (fiberglass nose fairing, metal turtledeck, metal wing skins, strengthening of structure, modernization of planform of empennage).

III. Organization

1. Membership: All persons interested in 1-26 activities are eligible for membership. Each member shall have one vote in the affairs of the Association. Dues shall be one dollar per calendar year, payable to the treasurer. A membership card will be issued.

2. The local unit of the Association shall be a Flight, composed of three or more pilots (members) who fly together. Each Flight shall be issued a Charter on application to the president. The number of Flights shall be unlimited.

3. The affairs of the Association shall be administered as follows:

Eastern Division—SSA regions 1 through 6

Central Division—SSA regions 7, 9 and 10

Western Division—SSA regions 8, 11 and 12

Canadian Division

4. A vice-president shall administer the affairs in each Division.

5. The officers of the Association shall be a president, four vice-presidents, the secretary, and the treasurer. All officers shall be elected by the total membership. The vice-presidents shall be elected for each Division by the members of that Division.

6. The president shall appoint committees as necessary, including one-design, point championship, and contest committees.

IV. Competition

1. Flights shall conduct local contests to determine the best pilots in their areas.

2. Regattas shall be conducted by each Division to determine the Division champion.

3. The Association shall conduct international contests where the

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1-26 Association Proposed Bylaws

I. Purpose

The 1-26 Association shall fos-