

1964 10th ANNUAL 1-26 REGATTA

Harris Hill, Elmira N.Y.

Sanctioned by The Soaring Society of America, Inc.

by TONY DOHERTY



Line-up of Schweizer 1-26 sailplanes on starting line during the 10th Annual Regatta.

As we were gathering together the loose ends and saying good-by to departing pilots and crews, one exuberant type called, "This was really fun—we should do it every weekend!"

We appreciated the enthusiasm, but the thought of conducting a weekly meet on the scale of the 10th Annual 1-26 was a bit staggering, to say the least.

The basic theme of the Regatta has always been, fun, flying and good fellowship. This year, the 43 pilots who flew the 30 1-26's entered at Harris Hill for the 10th Annual Regatta over the Labor Day Weekend, certainly seemed to bear this out. Adding the five ships in the Open Class to the 30 1-26's resulted in a pretty busy schedule for the EASC and SAC members who were responsible for the operations and general program.

With the increasing interest in the 1-26 and the growth of the 1-26 Association, it is possible that for future annual regattas it will be necessary to restrict the activity to

the 1-26 Regatta in order to assure giving undivided support to the three day Regatta.

This year's regatta was preceded by a week long informal soaring encampment. Generally good soaring conditions prevailed during the week. Informal get-togethers were scheduled for the evenings. These included film and slide showing; as well as club and regatta discussions.

In the year since the 1-26 Association was re-organized, a number of local 1-26 regattas have been held in different sections of the country. Representing the 1-26 Flight from Tehachapi was David Nees who placed first in their meet. Skysailing Airport at Fremont was represented by Russ Palmer, their regatta winner and Richard Miller. This trio gave the 10th a true national flavor by adding California to the other seven states represented at the Hill.

Soaring conditions were excellent on Saturday, the first contest day. The task was a 60 mile goal

and return flight from Harris Hill to Hammondsport, N. Y. and back to Corning. Although the first leg was into a 15-to-20 miles an hour wind, 10 pilots completed the task. Herb Light of North Caldwell, New Jersey, turned in the best time of the day. He was followed by Ed Replogle of Buffalo, N. Y. The sailplanes were dismantled and trailed to the nearby Lodge On The Green for refreshments and a buffet supper.

Sunday morning the first event was the now classic, Le Mans Assembly Race. Because of the number of ships entered, it was run in two sections. The "Old Pros" for those who had previously competed, and the "First Timers".

The assembly race is extremely popular with the spectators which this year reached the size usually associated with the Nationals. The crews line up 50 yards from their ships which are on trailers in roadable condition. When the signal is given, the crews race to their ships and start assembling them. A Timer-Inspector is assigned to each crew—a missing or loose nut, pin or connection means disqualification.

Word had gotten around that the team to watch was the "Soaring Dutchmen" crew of Lowell & Jeff Yund, Luther Moyer and Don Miller. The Kutztown, Pa. quartet won the event for the third consecutive year in the amazing time of 3:23—nearly a minute better than their previous record. Placing second were Jerry & Joan Morris and John Fabac.

The "First Timers" event was won by the Tri-Cities crew of Bob & Jim Butler, Jim Lippencott and Stan Tombs. They were closely followed by the Mohawk Soaring Club crew of Doug Long, Mark Riddell, Tom Heywood and Chip Nesbitt. Everyone was very much impressed with this teen-age crew. They made an excellent showing competing in their first regatta. There were no disqualifications in either contest.

On Sunday soaring conditions had weakened considerably from the previous day. The day's task was a goal and return flight to Ithaca, N. Y.—60 miles. Frank Sears of Camp Hill, Pa., was the only pilot to complete the trip and take the 1,000 points and bottle of Gold Seal Champagne awarded each day to the top pilot.