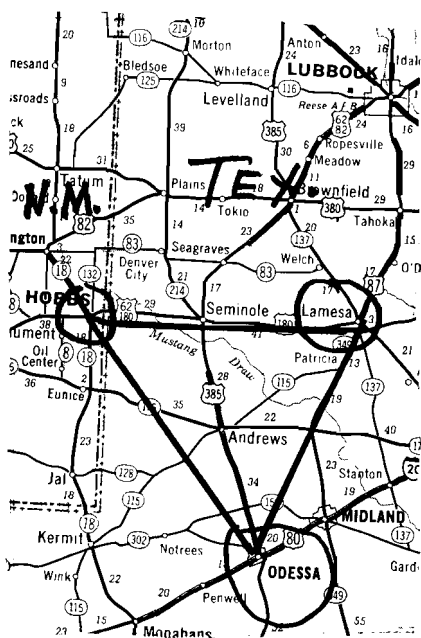


Red in trouble having gotten down lower. The last 15 miles, in to Lamesa, were in the clear, and I arrived at about 2,500 off the deck with Ben circling a bit above me as I took the pictures. Our thermal was rather weak so as soon as I gained enough to reach them, I took off for a group of dust devils 10 miles ahead. One by one they vanished as I approached, seeming to ooze along with agonizing slowness. Finally I hooked the last one at 1,500 feet after 25 miles without a decent thermal, and was blasted up at 800 fpm. Ben, still maddeningly above me, reported that strength diminished at 11,500 but that a sort of a clear air street extended for 10 miles towards home.



Map of Moffat's 300 km speed triangle.

This proved the case. At 50 miles out I was still a little below glide path despite the streets so at 35 miles out both Ben and I stopped to work an excellent thermal. As soon as I had enough to make it home at 25-1, I left at 95 mph. This kept me right on glide path down to the 30 mile mark. Shortly after, an area of zero sink put Odessa in the bag, so much so that I flew the last ten miles at 135, finally pulling away from Ben and crossing the finish at about 25 feet. Ben zoomed across in the Austria with its far lower rough air red line speed a few minutes later. Our actual elapsed times for the course must have been within seconds of each other.

# 1-26 ASSOCIATION NEWS

by RICHARD MILLER

An increasing amount of correspondence on the letterhead of the 1-26 Association has been arriving lately and is extremely welcome. It comes from officers of the Association, brings news, and indicates that the organization is putting roots down in widely scattered places. One writer is Roger Bard, Vice President of the Central Division, who manages to keep in touch with the far flung corners of his flying fief. He informs us that Bill Cleary, the fellow responsible for Sailplanes, Inc. of Guthrie, Oklahoma is finding plenty of good weather (probably blew over the border from Texas) and a plethora of promising pilots. Two of Cleary's students, one with only 50 minutes solo time (and no power experience) and the other with only 3 hours of solo flying recently got their five hour duration legs in 1-26's over Oklahoma without difficulty. Cleary himself recently whipped off the 200 miles between Guthrie and Salina, Kansas in six hours for his own Gold C distance and Diamond goal. Anthony Ulmer sends word concerning the June *Fersommling* put on by the Kutztown (Pa.) flying Dutchmen. Attendance was good: nine 1-26's (from Pa., N.J., N.Y.) and two Cherokees showed up. But the weather was very poor which meant—spot landings! The winner of this event (13 inches) was 17 year-old Richard Beltz—one more proof that age is good as long as you take it in small doses.

The latest list of New Owners, dated July 7, comes from Tony Doherty of Schweizer. It begins with No. 246 (Aeroflight, Inc. Box 566, Marion, Illinois) and ends with No. 268 (Dr. Vernon Dungan, 2301 Elm Street, St. Charles, Missouri). Among the 22 ships listed (No. 267, where are you?) are a pair assigned to the SAC Soaring School, ditto to Fred Harris of Tehachapi. No fewer than six to California, one to Australia and one (No. 255) to the World's Fair. Still another (No. 265) is destined for the Air Force Academy. If we recall correctly a wind storm put the Academy out of the soaring business last time but Paul Schweizer sends word that they have ordered a 2-22 as well as

a 1-26 and suggests that it may be the location of a Flight one day in the future. There is a surprise connected with the 1-26 on display at the World's Fair.

I'm convinced that it's a rare glider pilot, be his bent Bach, Basie or (perish the thought) Beatle ballads, who had not contemplated the pleasure of music in the cockpit at one time or another. The small portable AM and FM sets have been tried by many pilots but for one reason or another—tuning, antenna, range—have not proven adequate. Compact tape units designed for installation in automobiles should change the picture, however. One I've seen has a cart-ridge that plunks in easy as pie, is not too bulky and sells, with four speakers (it's stereo) for under \$100.00. We would like to make the fearless prediction that such units begin turning up in sailplanes soon—especially in those with nice spacious cockpits. As a matter of fact, the progress of the world being what it is, we wouldn't doubt that somebody's already done it.

By the time you read this the Tenth Annual 1-26 Regatta at Harris Hill will be over; but as it is being written the event is still several weeks in the future. The groundwork for the event has been laid with considerable care by SAC and they in turn have received help from the Elmira Area Soaring Corporation as well as from local (to Elmira) 1-26 owners who are lending ships and trailers for the use of regional 1-26 champions who are unable to bring their own equipment. There are many more early registrants for the meet than in previous years.

And we assume there'll be trips to O'Brien's, to the wineries and to Corning Glass.

Of course the main reason people are going to the Regatta is to fly and we doubt that many 1-26 pilots will have to be pushed into that. There will be some added incentive, however. Three cash prizes will be given by E.A.S.C. for the best flights originating from The Hill during the 1964 season and Schweizer will give barographs (three) for the best non-contest 1-26 flights in 1-26's.