

On approach I like to use slip and dive brake. The brakes are somewhat small, but the ship handles nicely in a slip. If one doesn't keep the brakes cracked until after touchdown, the Diamant will seem to float for an eternity in the ground effect. Once one learns to be on guard for this bizarre characteristic, small fields pose no problem.

As to ruggedness, let me pass on the story of a wild ground loop told me by Hans Werner Grosse who observed the incident in Germany last summer. All hands

reached the scene of the mishap expecting to find a broken fuselage and cracked spar—or worse. The Diamant was unmarked, however, and the only internal damage was a slightly bent landing gear.

FFA, evidently desiring to gild the lily, is going to introduce two new versions of the Diamant with longer wings and higher performance, while still maintaining a somewhat practical size and price. We may have our doubts, but the Swiss do have a reputation for achieving the extraordinary with practicality and efficiency.

SECOND ANNUAL 1-26 CHAMPIONSHIPS

H. MARSHALL CLAYBOURN

One-design competitions will not improve the breed of sailplanes to the extent open competitions do, but it may well do more to improve the breed of pilots. Without a doubt it alters the hangar flying: techniques and decisions, not aerodynamics, are the subject material.

The central Oklahoma town of Guthrie was the site of such a one-design competition—the 2nd Annual North American 1-26 Championships. The contest was conducted during the period August 14 to 20, 1966, and was sponsored by the TRI-C Soarers: Cruce, Clearly, and Claybourn. While only a modest number of contestants participated, the 18 entries represented a 60% increase over last year's event. Of these, three were team entrants.

The first day's task assigned by Competition Director, Jim Rhine, was a 60-mile speed task; West to Kingfisher and return. Moderate lift and a 15-knot southerly wind were forecast. The weather cooperated with Dave Owens, our met man, if not with the contestants. Such a wind would be merely a bothersome feature in an Open Class sailplane, but the low penetration of the 1-26 makes a crosswind of such magnitude a formidable problem. Of the 18 brave souls who ventured forth, just four made the first turn point and only two tasted the victory of successfully crossing the finish line. Ed Dawson carried the day with an average speed of 26.9 m.p.h. A. C.

Williams had a heart breaker—he put in only a half a mile short of the goal.

The weather the second day provided stronger lift and stronger winds, with the latter increasing the greater amount. Distance along a fixed course with a final leg option was the task. The fixed-course portion was a 106-mile goal and return to Okeene Airport. The southwest wind virtually fixed the direction of the final leg.

Outbound there was a quartering headwind which struck down all but two on the first leg. Those two who made the turnpoint slid back to Guthrie with comparative ease and scooted out downwind. In what proved to be the deciding flight of the contest, A. C. Williams made some 75 miles beyond Guthrie. He achieved a total of 181.5 miles. It was an outstanding flight for a 1-26 in view of the fact over 50% of the distance was in a 20-knot crosswind.

On the third day a free-distance task was given. Good thermal activity and a moderate southwest wind were the prospects for the local area. There was a sigh of relief from the pilots who would at last have their backs to the wind. But trouble lay ahead. A weak front lay across east central Kansas, moving east and north. A choice of north and slightly west or east-northeast faced the pilots.

Those who headed northwest encountered ever-calmier winds and thermals weakened by the previous

SECOND ANNUAL NATIONAL 1-26 CHAMPIONSHIPS

GUTHRIE, OKLAHOMA — August 14-20, 1966

FINAL STANDING	PILOT	AUG. 14		AUG. 15		AUG. 16		AUG. 20		FINAL SCORE
		SPEED/DIST.	POINTS	DISTANCE	POINTS	DISTANCE	POINTS	SPEED/DIST.	POINTS	
1.	Williams, A. C.	59.5	714	181.5	1000	175	803	40.5	920	3437
2.	Claybourn, M.	23.2	881	41.0	226	218	1000	43.0	977	3084
3.	Falk, T.	25.0	300	168.5	928	175	803	43.0	977	3031
4.	Dawson, E.	26.9	1000	19.5	107	183	839	20.0	455	2365
5.	Doherty, T.	51.5	618	45.5	251	181.5	833	27.5	625	2327
6.	Saxton, R.	17.5	210	18.0	99	202	927	38.0	864	2200
7.	Jacobs, Ken	26.5	318	7.0	39	194	890	38.5	875	2122
8.	Clearly, W. B.	7.0	84	40.5	223	171	784	38.0	864	1955
9.	Smull/Schutter	20.0	240	16.5	91	100	459	44.0	1000	1790
10.	Marshall/Long	—	—	27.5	152	167.5	768	38.0	864	1784
11.	Colton, J.	5.5	66	29.5	163	138	633	36.0	818	1680
12.	Rounce, R.	2.5	30	5.5	30	137	628	38.0	864	1552
13.	Moyer, L./Yund L.	7.0	84	15.0	83	187	858	11.5	261	1286
14.	Hoser, K.	7.0	84	11.0	61	103.5	475	29.0	659	1279
15.	Frank, N.	6.0	72	12.0	66	162.0	743	—	—	881
16.	Rupel, M.	7.0	84	12.0	66	157.0	720	(DNC)	(DNC)	870
17.	Haas, F.	—	—	—	—	92.5	424	(DNC)	(DNC)	424
18.	Taylor, R.	8.5	102	12.0	66	54.0	248	(DNC)	(DNC)	416
Total miles flown: 4,321					DNC — Declares no contest.					