

The 1-26 Association Newsletter

1Q-2Q 2024



ABOVE: The 1-26 prototype in flight at Chemung County Airport.
LEFT: Dale Gaslin gets set to try out the 1-26.

FIRST FLIGHT OF THE 1-26

The 1-26 was first flown on January 16, 1954. The results were highly satisfactory and a very active test flying program is underway. Already over a dozen pilots have flown the 1-26 and here are some of their comments:

BILL IVANS of AGGSC, San Diego, Calif.: "A highly satisfactory ship—cockpit very roomy and well arranged. Turn performance truly exceptional—sink performance seems quite good over a good speed range. Very safe and a joy to fly with high performance to boot."

ART MILLAY of PGC, Chester, Pa.: "I'm enthusiastic about the 1-26. Beautiful and easy to handle on the ground and in the air. Quick response to light stick pressure, small sink rate and slow stall speed permit effortless soaring under marginal conditions. Ship felt familiar and comfortable even during early minutes of first flight. I want one!"

JACK PERINE of MASA, Washington, D.C.: "It flies like I always wanted a sailplane to, nimble and responsive and yet easy to fly. The fact that I can keep it assembled in my T hanger and its easy ground handling should cut the ground work to the bone, and put me in the air for more hours."

The 1-26 shows excellent promise of meeting our projected aims and we now are analyzing the interest. We have had a very enthusiastic response to date. However, in order to allow time to get the benefit of the maximum number of questionnaire returns, we are extending our decision date to March 15. If you have not received information on the 1-26 write immediately.

SCHWEIZER AIRCRAFT CORPORATION
Box 147, Elmira, New York



SCHWEIZER AIRCRAFT CORP.

Box 147 — Elmira, New York

1st Flight: January 16, 1954
70 Years Flying the SGS 1-26



The 1-26 Association Newsletter is the official quarterly publication of the 1-26 Association, a Division of the Soaring Society of America.
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The 1-26 Association and 1-26 Foundation were formed for the purpose of stimulating interest in, and promoting the sport of soaring in the Schweizer 1-26 sailplane; to establish standards for competition in the 1-26; to establish categories for record flights made in the 1-26; to disseminate information relating to the 1-26 and flights made in the 1-26, and to give recognition to its membership for accomplishments related to soaring in the 1-26.

Spring—Summer 2024

The recently passed January 16th marks exactly 70 years since the first flight of the 1-26A prototype, flown by Paul A. Schweizer himself. His test was quickly followed with more test flights by Emil Lehecka and Clarence See. Their opinion was very favorable. In Paul Schweizer's own words: "It has the smooth and light handling characteristics of the SGS 1-23 and its general performance seems to be very good." As we who fly these 1-26's today carry on that dream, it is now our history to care for and grow...

We apologize for this tardy and blended issue. Please help your newsletter editor out with more pictures, articles and 'IDEAS' for keeping this publication current and relevant for all members. The next issue will focus heavily on the soon-to-be-held 1-26 Championships in Hamilton, Texas. At this time we have over thirty registered contenders for the Marion C. Cruce Award. That trophy will be presented in Hamilton. More on the Schweizer dream of a National One-Design Championship, regattas and inter-club competitions can and will be threshed out in near future issues. We also offer our sincere thanks to Curt Lewis and Windy City Soaring, Hinckley, IL for a great and successful May 2024 1-26 Regatta!

Paul Esser—Editor

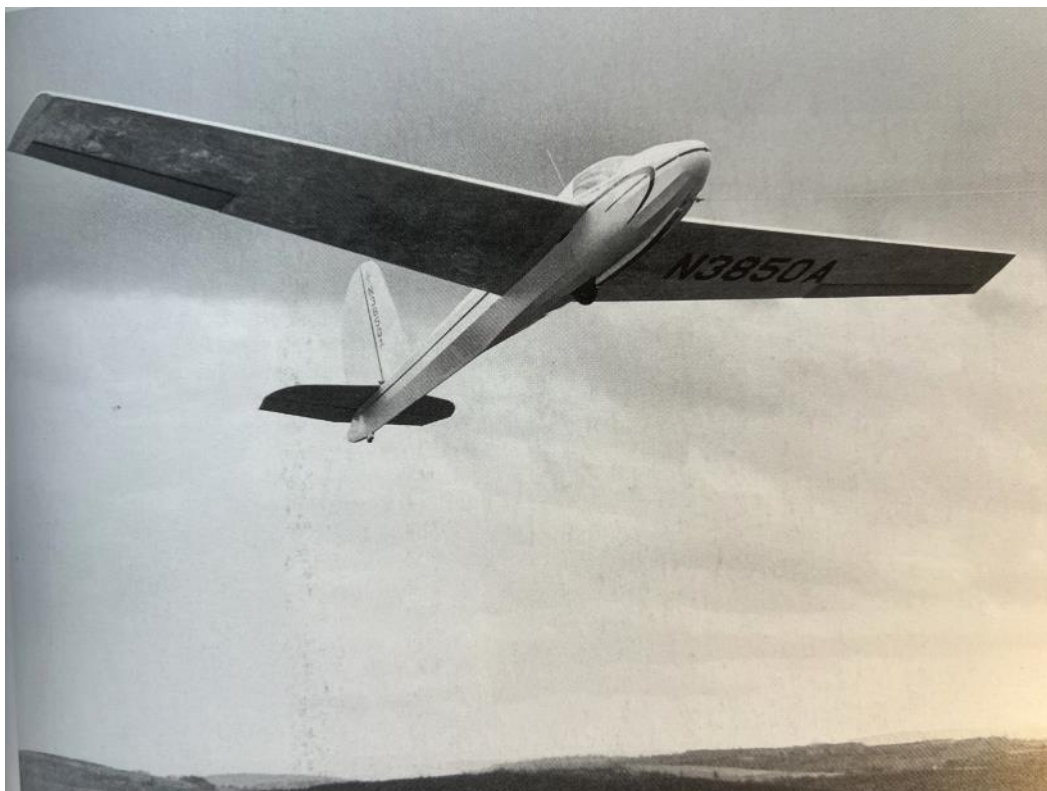
Cover: Mark Palmer - *New Year's Flight 1-26 #182 Kelly Airpark, CO*

Inset - 1954 Soaring Magazine advertises the First Flight of the 1-26

Center: Charles 'Chip' Haskell's #021 view Oktoberfest '23 Chilhowee

Back Cover: Grid at the 2024 Windy City 1-26 Regatta Hinckley, IL

Below: Sailplanes By Schweizer (Schweizer and Simons) 1-26A photo



Soaring Solutions (Courtesy of and thanks to Cal Tax #057)

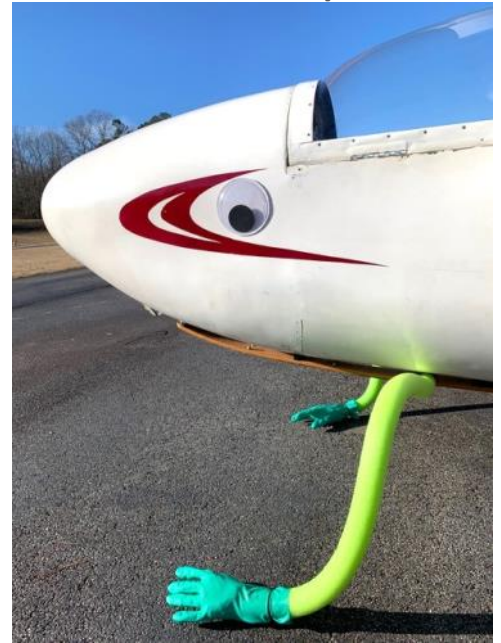
Ever since we humans have looked up to the sky and watched the birds circling in rising air, we have always envied them. Birds always make it look so effortless and natural. When we ourselves were finally able to take to the sky and soar with them it was the culmination of thousands of years of dreams and desire. Our modern sailplanes have also certainly come a long way and we now can soar thousands of feet and fly hundreds of miles. But the soaring birds have always been a step ahead of us, until now. Have you watched how an eagle, hawk or even a common crow can just decide to take a break and avoid the sinking air by just landing on the nearest tree? Have



you ever wished you had that same ability? Well, your wishes have come true with a truly fantastic new invention for glider pilots. Let us introduce to you the Primary Extendable Retractable Clasp Holding System, better known as the PERCH System! This ingeniously designed

attachment for most sailplanes allows the pilot to select the PERCHING mode on his panel which then automatically extends the perching and clasp gear from his sailplane to allow him to pull up to the nearest tree or outcropping of his choice, alight there for an indefinite period of time, and then thrust him or herself back into the air at their own discretion when the LAUNCHING mode is selected. Imagine the flexibility that this will bring to your soaring experience. If you need to take a break, whether physical or mental, now with a simple flip of a switch you can stop while in mid-flight, eat that turkey sandwich you packed or simply just take a little nap after a stressful afternoon of thermaling or trying to find a good field to land in. Think of the time, money and embarrassment you will save when falling out after a low tow, going back to

the field for a relight and then suffering the indignity of going to the back of the grid and watching the others get the good lift. The possibilities are endless, and you did not have to bother with a pesky high maintenance smelly motor, fuel, dangerous propellers, heavy batteries or other self-launching nightmares. The system is easily installed by most owners or mechanics and will not only enhance the looks of your favorite sailplane but will make you the envy of all your buddies. The operation is simple. Just one switch, mounted on your panel will select the **PERCH**, **LAUNCH** or **CRUISE** modes.* The system is completely self-contained and has its own built-in power supply and is virtually maintenance free. We have also adapted the system for those of you who frequently fly over, near or around large



bodies of water, with our "Waterfowl" modification, so you will be more comfortable when soaring with your web-footed friends.

***Full operational testing began on April 1, 2024**

Schweizer NAHF Nomination 2024

Three boys – Ernest (Ernie), Paul (Paul A.), and William (Bill), sons of a widowed New York chef – were inspired by Lindberg’s 1927 trans-Atlantic flight to form a model airplane club. Hearing stories of gliders in Germany, their models got bigger. In 1929, they built a full-sized glider in the Schweizer barn in New York. The Schweizer boys were able to keep their activity secret from their father, as he worked six days a week at a Carnegie Hall restaurant. Ernie (18) was the designer and Paul (17) was the organizer. Bill (12) helped. Ernie and Paul financed the venture with \$135 saved from their allowances by running the two miles to school every day instead of taking the bus. The model airplane club officially became a glider club in June 1930 with the first flights of SGP-1-1. It took 12 boys to launch the glider in a neighbor’s field with a bungee arrangement. While their father did not stop the project when he discovered it days before their first flight, one wonders if his decision to quit his NYC restaurant and start a restaurant at home shortly after was prompted by a feeling that he needed to keep a closer watch on his children. Ernie and Paul both studied aeronautical engineering in the 1930s and built additional glider prototypes while in college. With no engineering jobs available, their careers started in their father’s restaurant. They founded the Schweizer Metal Aircraft Company on the side, with the SGU-1-6 being the world’s first all-metal glider. The SGU-2-8 (1937) became their first certificated glider and got them sponsorship to move to Elmira, NY, where Schweizer Aircraft Corporation (SAC) began in the Elmira Knitting Mill (1939). The US Army Air Corps realized that gliders could deliver heavy equipment stealthily behind enemy lines and gave SAC a contract to build the Army’s training gliders. The SGU-2-8 became the Army’s TG-2; a wooden-wing version (prompted by shortages of aluminum) became the TG-3. Bill Schweizer turned his own career disappointment – an eleventh-hour medical disqualification from military

pilot training – into scaling up SAC’s production to four gliders per week. In 1943, the Army asked SAC to stop glider production and assist other aircraft manufacturers. They assisted American, Curtiss-Wright, Fairchild, Piper, and Sikorsky by building subassemblies during the war. SAC built subassemblies for the first US military helicopter (Sikorsky R6) as well as many aircraft (C-46, C-82, and C-82). After the war, the Schweizers returned to glider design. They built trend- and record-setting gliders until 1982, including the training gliders (SGS-2-22 and SGS-2-33) that generations of glider pilots learned to fly in. The SGS-2-33 remains the backbone of the US and Canadian training fleet. Overall, the SAC produced 16 different glider models and 1 motor glider, 2170 gliders in all. Paul, a serious soaring competition pilot, conceived of a low-cost “One Design” competition. Paul wanted to make soaring competition about the pilot’s skill rather than technology, by having every pilot flying gliders of identical performance. SAC’s SGS-1-26 made his One Design vision real: the 1954 SGS-1-26 was the first and only certified aircraft that could be purchased as a kit and completed by the purchaser. Schweizer built nearly 700 kits and finished SGS-1-26s. The rugged, safe SGS-1-26 still introduces many US glider pilots to single-seat glider flight. SGS-1-26 pilots still have an annual “One Design” competition today.



NAHF Nomination (continued)

Proposal created and Submitted by Kristin Farry



Honoring Aerospace Legends to Inspire Future Leaders™

Chartered by an Act of the U.S. Congress, July 6, 1964

1100 Spaatz Street, Dayton, OH 45433

March 1, 2024

Kristin A. Farry
PO Box 201
Amelia Court House, VA 23002

Dear Kristin,

I hope this letter finds you doing well. I'm writing to express my gratitude for your nomination of Ernest, Paul A., William, Leslie, Paul H., and W. Stuart Schweizer for Enshrinement in the National Aviation Hall of Fame. The NAHF greatly values dedicated members like you, who play a crucial role in preserving the legacies of our nation's heroes, ensuring that their invaluable stories are immortalized and celebrated. We appreciate your taking the time to recognize their outstanding contributions to aviation by officially submitting their names along with the accompanying statements.

I am pleased to inform you that your nomination of the Schwizer family meets all our requirements. Therefore, their nomination and about 390 others will be included in the list we will submit to our distinguished Board of Nominations during 2024 for placement on the 2025 Ballot.

Enclosed with this letter is the National Aviation Hall of Fame certificate, which acknowledges Ernest, Paul A., William, Leslie, Paul H., and W. Stuart Schweizer's nomination for Enshrinement. Please note that any additional information the NAHF receives will be placed in their file.

Once again, thank you for your interest in honoring an outstanding aviation pioneer and supporting our ongoing mission. The contributions of individuals such as yourself enable us to carry on our efforts to honor the great achievements of America's aviation pioneers.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tom Lodge".

Tom Lodge
Chairman
Board of Nominations

TRAILER TALK

Most of us that live and breathe 1-26s probably own an inexpensive open trailer, or two, even though a closed trailer is coveted by all for when we win the lottery. Trailers can slowly become the largest heap of old metal under the sun, usually in someone's backyard or in the lonely corner of an airport (my own was found there pushed "into the weeds"), if they aren't taken care of. Mostly it's the sum of a bunch of small things that prohibit you from using your sailplane-specific trailer after it has sat neglected over snowy winters, or endured many a summer in the blazing sun. You can take it to a specialist, but, since this is a prized and personal possession, it would also be more economical to do the simple maintenance on your own. There are basic ways to getting a sailplane trailer back to looking and working well.

Wash It! Wash your trailer with soap and warm water. Use a regular hose instead of anything high-powered. Remember to wash and rinse underneath your trailer, too. How many times has it been towed down a remote, rough, dirt road for an off-field retrieve? Finish by cleaning up the smaller details of your trailer, like the license plate (you do have a tag for it, don't you? Is the new registration decal on the tag? Where's the registration slip itself?) and lights. How many of you ever take the red lens off the taillight assembly (side lights too!) and clean the bulbs (corrosion check time too?), which get very dirty over time. Check the weld joints on your frame too!

Touch Up Time: Look for rusted parts when your trailer is fully dry. Sand away these patches with sandpaper or a wire brush. If you're down to bare metal, avoid steel wool like the plague, as it will imbed itself into the metal and rapidly promote rusting again right through primer or paint. Touch up these areas with rustproof paint. Let that paint dry; then apply a healthy coat of wax on your trailer's freshly painted metal parts, unless your trailer has already acquired that collage of different shades of the rainbow. Wax will protect the metal parts of it from the elements and will inhibit rusting. Touch up the paint often because rust always builds up over time.

Grease Up: Keep up with your trailer's mechanical parts by greasing up the joints and axles. Do some greasing, especially before taking it back onto the road. Be cautious of over-greasing a bearing, especially thru a bearing buddy attachment, as you can as easily "blow out" the seal or cup, which results in quickly losing your grease, or inward contamination of the bearings via water, dirt, dust, debris, etc. Dirt is your trailer's moving parts enemy. It usually causes friction and breakdown. Lubricate features like the winch, ball hitch, springs and tongue jack. The most important parts to grease are the wheel bearings, the cylindrical rings that connect the wheel to the axle and allow the trailer wheel to freely rotate, and get you in one piece to the next gathering of 1-26 aficionados. If you're about to go really long distances, to battle those other 1-26 pilots, check the wheel bearings by disassembling, inspecting, cleaning and repacking. After considering the environmental elements that the trailer endures (rain, snow, dust,...), I personally clean and inspect mine once a year. If you don't happen to know how to repack bearings, check out a YouTube video, or "auto.howstuffworks.com/auto" and learn by doing, or ask your A&P for basic guidance.

Air Up! Inflate your tires, especially if your trailer has been sitting around for some time. Check the manufacturer's suggested pounds per square inch (psi) of inflation. It should be listed in the owner's manual for your trailer. Also, check your tires for wear, cupping, and dry rot (are your tires covered when parked/stored at length?) because they might need to be replaced too. Are your tires any more than 6 years old? Note that driving with deflated tires is dangerous and could lead to a blowout, which could well lead to another wrecked/destroyed 1-26 from our ever dwindling supply. Murphy's Law. BTW, do you carry a spare tire? Could it be dry rotted too? Ever checked the tire pressure in it?

Safety items: Those chains wrapped around the tongue of the trailer hitch are more critical than you think. Are they rusted and about to disappear into

brown dust? A correct length and working set of those will enable you to retain your trailer while you come to a controlled stop. What if the trailer hitch separates from your vehicle's ball? What can you, again, do to prevent another beloved 1-26 from becoming damaged or wrecked? How do I know that chains can save what you're towing? Let me tell you all about the nice, big airboat I once was towing at speed the next time we meet. Do you lock or pin down in place the lever above your trailer hitch, so that the hitch doesn't want to jump off the ball when it no longer securely grips the ball after the lever somehow flips up?

How about carrying a spare taillight bulb? Do you have a bottle jack to safely change a tire? A 4-way lug wrench? Extra bungee cords or tie down straps? Is the ball on your tow ball mount torqued down tight on the mount? How do you think I learned about all those potential glitches?

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1-26 #011, #212 and 1-34 #048



Open and closed trailer examples at the Windy City 1-26 Regatta, May 2024







Paul Schweizer Reports on the Schweizer 1-26

The March/ April 1954 issue of the SSA's Soaring Magazine has a detailed report by Paul A. Schweizer himself on the design origins, planning, building and flying of the Schweizer 1-26. Paul Schweizer made the maiden flight on January 16, 1954. That makes this a 70 years ago anniversary. Using his own work and writing, we've reproduced a good part of that report here.

In the early 1950's, The Schweizer Aircraft Corporation, SAC, became interested in building a practical, low cost sailplane to meet a growing demand for a good all-around high performance sailplane. Realizing that the net costs of building a small sailplane on a production basis would be beyond what most enthusiasts are able to pay, Schweizer developed a kit where the purchaser would do the less critical work himself, thereby reducing costs considerably.

SAC then set out the following aims for producing the 1-26 sailplane kit.

1. Small size and light weight for ease of construction, handling and storage, with a maximum of 40-foot span so it would fit into a standard T hangar or 20-foot garage.
2. Good auto and winch tow characteristics and ability to be towed by light aircraft
3. Performance to feature operation under marginal conditions. It is expected that the 1-26 will be suitable for Golden "C" flights.
4. The design will meet the usual Schweizer requirements for ruggedness, safety and pilot's protection.
5. Since many of these kits will be built by people who have little experience in flying, the ship must be very stable, safe and practical for flying, for a relatively inexperienced person.
6. The kit should be so designed that no critical parts or important line-up work need be done by the builder, to assure reliability and minimize the jigs required, as well as to speed up the job.
7. Sufficient work be done by the manufacturer so



that the kit can be completed in a 4-to-6 month period in a person's spare time.

Preliminary research with glider clubs and pilots started in 1952 and the prototype design work began during 1953. There were concerns of how to justify the expected tooling costs involved, the engineering expenses, the government approvals, as well as the production program planning time investment. SAC chose to advertise and also solicited pilot feedback in

SOARING magazine articles and the mail. Receiving a very positive interest as a result of their inquiries, SAC decided to build the prototype.



The Prototype 1-26 taking off on its maiden flight at Chemung County Airport with the author at the controls.

Paul Schweizer describes the 1-26 prototype as one of composite construction with a basic fuselage made of welded chrome-moly steel tubing and the wings and tail surfaces of sheet metal construction with some fabric covering. The cockpit section is of novel design with welded tubing for the basic structure and a strong sheet metal for the skin. This allows maximum cockpit room and a very strong and crash resistant fuselage at the same time. The wings are of all-metal construction with the main spar at approximately 25% and the auxiliary spar at 70% of the chord. The D tube is completely metal covered and a portion of the top and bottom surfaces between the two spars is also covered with

Paul Schweizer 1-26 Report (cont'd)

metal. The rest is covered in fabric. The ailerons and tail surfaces are built up of sheet metal construction with fabric covering. Simple, large type spoilers are incorporated. The landing gear is composed of 400 x 4 wheel and tire combination with peripheral brake, and with a solid rubber tail wheel. The pilot's cockpit will have a Plexiglas canopy and a large instrument panel.

General Data

Wing Area 160 sq. ft.
 Wing Span 40 ft.
 Dihedral 3-1/2 Degrees
 Aspect Ratio 10
 Spoiler Area 1.39 sq. ft. each
 Overall length 21' 3"

Estimated Weights

Empty Weight 320 lbs.
 Maximum Gross Weight 540 lbs.
 Normal Wing Ldg ... 3.1 lbs per sq ft.
 Max Wing Loading . 3.4 lbs per sq ft.

SAC planned to have the purchaser do as much of the construction as possible. They proposed to supply the completely welded fuselage in oiled, but unprimed condition. The wing carry-through member will have been attached and drilled for the wings. All lugs will be attached to the fuselage, so no welding is required. Control details will be supplied as parts, but will require cleaning and priming and assembling. Cables will be pre-rigged and will have to be installed. The formed aluminum nose and front bulkhead will be supplied along with the belly skin, release parts, wheel parts, nose and tail skid. Raw material will be supplied for making the fairing, the instrument panel, floor, seat back and the turtle deck. The molded Plexiglas will be supplied together with canopy parts for assembly. The wing spar, D tube and root section will be completely lined up and rigged to fuselage carry through. Only fill-in riveting is required to finish this portion. All other wing parts will be supplied ready for assembly. It will be the purchaser's job to add the tail ribs, complete skinning of inboard section, install spoiler and aileron controls, and cover the rear section of the wing. Tail surfaces and aileron parts are supplied for purchaser to assemble and cover. The kit is designed to be assemble with normal hand

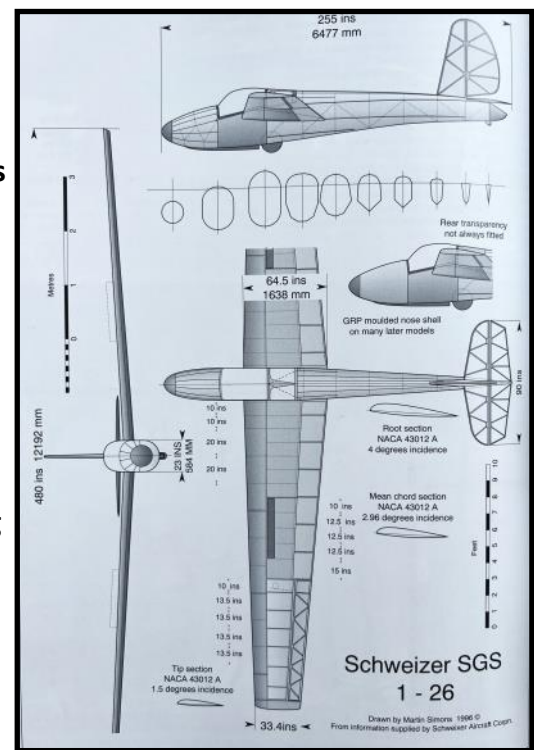
tools. Some tools for blind riveting and cleco tools could be rented. The kit is also small enough so it should fit in any workshop.

There is no structural glueing involved and temperature control is not a problem. The kit can be delivered in up to five

sections on installment, even though that would add to the cost. Financing would be an option in order to buy the entire kit at once, but that would need to be done locally by the purchaser.

After preliminary flight testing the 1-26 performance curves indicate that the expected sinking speed will be 2-1/2 feet per second and glide around 23:1, which at this time puts it into a high performance category. The low minimum flying speed makes it ideal for operating from smaller fields by auto tow, as well as for landing in restricted areas on cross country flights. The 1-26's light wing loading and high lift wing make it capable of very small radius turns, ideal for small thermals as well as the core of larger ones. Bill Ivans of San Diego was able to perform a series of nine-second turns at just over 40 mph, which is under a 200-foot diameter circle. The only way to increase glide distance would be to increase wingspan. SAC believes the majority of pilots would

rather have a ship of good performance that they can afford, rather than have us build a higher performance ship very few could afford.



Windy City 1-26 Regatta—May 27th to May 31st, 2024

Planning started well before news got out to the 1-26 Association membership in mid 2023. Curt Lewis of the Windy City Soaring Association of Hinckley, IL proposed that his club host an SSA 'Sanctioned' 1-26 Regatta in the Spring of 2023. The members, including club president, Bill DeCarlo, voted to have and host the 1-26 Association members and friends and Curt started planning and advertising the event as a trial to see whether or not it could happen. He, with Windy City members, made it happen after a lot of prep. Anywhere from 10 to 16 members agreed to come out, though ten contestants ended up finally competing.

A soaring contest involves tasks and rules. The 1-26 Rules Committee included JimBob Slocum, Irn Jousma and Curt Lewis. Curt tried his hand at being the Regatta's Competition Director and he created the tasks the pilots had to take on.

The contest started well with a practice day, but **WINDY** conditions set in so that the first official day was May 29th. Every meeting included Safety Meeting, WX brief and comments from the notable events the day before. Lessons from the day before: lessons on landouts, turning left in cylinder, landing and clearing the runway, landout and normal retrieve protocol.

Day #1 was a 1.5 hour Turn Area Task of about 45 miles that had seven finishes but only four that counted. JimBob Slocum won with 1000 points.

Day #2 was started among other things with a race strategy seminar. Advice included going outside the cylinders for climbs, balance speed to avoid losing too much altitude versus going too slow to win, get final glide and speed altitude, and always go deeper in cylinder for better time and distance. It was a blue day and the task was a Modified Assigned Task of 1.5 hours for about 45 miles. Five finishers scored with Cal Tax #057 winning at 1000 points.

Day #3 had to be a good day since contestants were out of days after that. Weather was good and a Turn Area Task was assigned again. Four finishers got credited distances and the leader was Michael Hayter for 1000



top three pilots were just about between about 50 to 200 points apiece, a very tight race. As experience shows JimBob, #401, scored 2797 points, team Hayter, #687, scored 2727 points, and Steve Snyder, #286, came in with 2585 points.

This was a regatta and not the Championship race where there are always bigger egos to fry. That being said, the stuff that egos are made of were certainly fostered and trained here, as we all witnessed a transfer of skills from experienced pilots to young wannabe champions. We all thank Curt Lewis and the Windy City Soaring Association for providing the catalyst for experiencing, flying and learning the ways of the unique 1-26 one-design contest. Let this be the new near term paradigm for more sanctioned 1-26 regattas.



Flying 1-26A #003 at IVSM 2024

With a heartfelt thanks to Bill Batesole, the Board President of the National Soaring Museum at Harris Hill in Elmira, New York, we have to include praise for his sharing of his exceptionally well maintained 1954 1-26A, #003. This was the first glider owned by the Nutmeg Soaring Club formed in 1956 (old logo still on the vertical stabilizer), and beautifully restored by Bill.

Joining Bill were the National Soaring Museum Executive Director, Trafford L-M, Doherty and Jean Doherty, Operations Manager. With them were the honored guests, both the Vintage Soaring Association (www.vintagesailplane.org) here in the U.S. based in Lawrenceville, IL, and the Vintage Glider Club, an International group preserving and restoring vintage gliders (info@vintagegliderclub.org).

Markus Klemmer, VGC Magazine Editor, as well as the 1-26 Newsletter Editor, flew #003 later in the week and had good flights. Markus read aloud VGC's President Andrew Jarvis' letter of thanks to the hosts of IVSM, and added his wish - "May the hinges of friendship between all of us never get rusty". A huge applause followed those words as we all agreed with his wishes wholeheartedly.
Editor



LAST CLOUD (Reprinted with Permission)

I've seen it there, of course
That last great cloud giant
Hanging in the East, while all the rest
Are slowly disappearing.

Now I'm circling high over the lakes,
And home field, in the suddenly quiet air.
Shadows have grown long with washes of deep green
Spreading over sunlit farms.
Gliders are secured in a row, all but one.

The familiar scene calls up to me
To come and join the tranquil mood,
To be content to have flown
In the wild, living air of earlier hours,
To land and be among friends; at rest

I take a turn or two, aware of weariness
And drawn to the calm below.
But the great cloud out there surely lives,
Alone now in the deepening blue.
Its massive white top has changed to coral light,
Yet the flat, dark base says power is not done.

It calls a different word –
To come, to frolic still a little while.
Not to let its force be wasted!

I circle one more round, pulled in two directions.
"I'll go...I'll stay...
Oh, but that beauty does tempt me...
I'll go...!"

So nose down and sun behind me
I start the long run,
Feeling like a truant child.
Down and down – so far to go
Across the great blue arch.
I trade away my wealth of height.

The mass ahead grows nearer.

But so slowly.
It is a friend I'm rushing to?
Dial hands tell me how poor I've become,
But now the mass is sliding over me.
I'm here!

No feeling. Have I been a fool?
A moment of fear, then a bump...and another.
The air is suddenly alive! Gauges leap

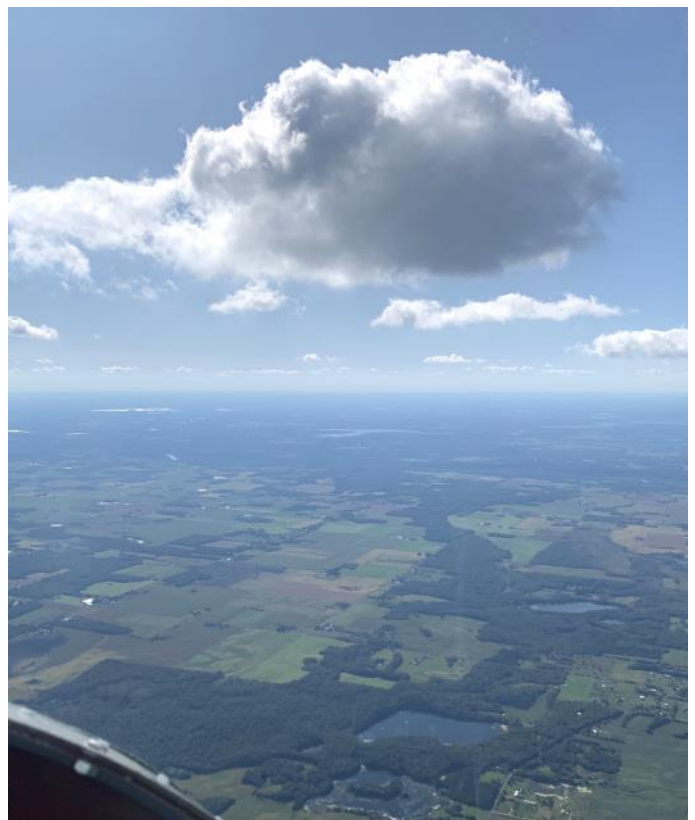
I climb, and fear is gone.
I revel in the power,
Surging higher and higher – wealth repaid and more.

We're free to play, my friend and I.
To wheel, to dive and climb again – even higher.
It's all for me, this secret place.
Again, that feeling of a child,
Now with a billowing pool all to myself.

I laugh aloud, my sense tuned
To the excitement, sound, lift, life!

And does it matter that, in a turn,
I catch a glint from the lakes
Far away toward the sun?
Field and friends are there
Somewhere in hazy shadow,
Closing down,
Unaware.

William (Bill) R. Batesole (1927 – 2008)
June 2, 1980 – Glider flight, Canaan, CT



President's Column

Paul Agnew

Spring has passed by and we are well into Summer flying. Contest and Sweepstake flights show 1-26's pilots up and honing their flying skills. I'm still waiting to get my first flight of the season in and am getting more jealous with every social media post I see with a 1-26 in it; each one making me wonder what I should say in my first column. With my last name, I never aspired to get higher than Vice-President, so getting elected to this position is a deep honor. As your new President, I intend to keep my skills up and my ears open for good ideas that serve the membership and promote the 1-26. There is a deep well of institutional memory among our members that we need to tap and preserve, so please be ready and willing when I make the call for help or guidance.

Saddle up! We're down in Texas for the Champs! In January, I had the pleasure of dropping in to visit the Hamilton Soaring Club to get in a site visit and to meet some of the team working on putting together a fantastic 1-26 Championships contest. Randy Lee took me up in one of the club 182's to get a good look at the terrain, to see the new local RV park, and to help me envision all of the options for operations. I'm happy to report that every question I asked had already been thought through and they are well on their way to turning Hamilton into a premier contest site.

History

Hamilton Field was initially activated as a training base for 1300 glider pilots in 1942 and the school was closed in 1943. As we flew over the field, and again as we drove around on the club Gator, I could imagine those young men getting their first flight lessons, making their first landings, and learning to tow in the Waco CG-4A gliders. There is a lot of history at KMNZ, most of it long forgotten, and I challenge every one of our

contestants to look at the sky, then at the ground you're walking on there and think of how their rudimentary gliding adventures are part of the thin thread that ties us all together through time. I hope we can find a minute to properly salute those men during our own adventures in Hamilton, Texas.

Casting Call

We all owe our Secretary/Treasurer, Steve Barry, a hearty thank you for his years of diligence and expertise minding the 1-26 Association's and the 1-26 Foundation's finances. He has asked to step away at the end of this year, graciously giving us time to find someone to take over his duties. This is the official casting call for a someone with experience managing financial affairs. Now, the usual result of a published call to action is the gentle sound of crickets on a spring evening, but it's cicada season and I can't even hear the crickets, so there's no excuse for not helping us find a suitable candidate. Usually, recruiting for a position like this is done word-of-mouth, but I haven't met enough of you to be able to invite (draft...coerce...) the right person for the job. Seeing as I can't ask you directly, I'll put it out here. Please don't wait to be asked if you think you might be interested. For the rest of you, this is my call to action. I'm betting **you** know someone in your club that fits the bill. Talk to them and help us find our next Secretary/Treasurer. This is your Association and I'm counting on you to help me find the right people to keep it running smoothly.

Paul - #114 & #543



1-26 Association 1Q-2Q 2024

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