

The 1-26 Association Newsletter

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The 1-26 Association Newsletter is the official quarterly publication of the 1-26 Association, a Division of the Soaring Society of America.
www.126association.org

President: Paul Agnew
Bluejet941@gmail.com
561-889-6181

Secretary/Treasurer: Steve Barry
126treas@gmail.com
760-715-6264

Eastern VP: Charles 'Chip' Haskell
chaskell@vaircompanies.com
404-512-5936

Central VP: Lance Grace
lancegrace@gmail.com
575-491-4260

Western VP: Pete Donath
pdonath@pacbell.net
714-801-1815

Webmaster: Mike Havener
mike.havener.cfig@outlook.com
951-319-3579

Editor: Paul H. Esser
esser05r@gmail.com
651-368-0732

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.

Fall 2024

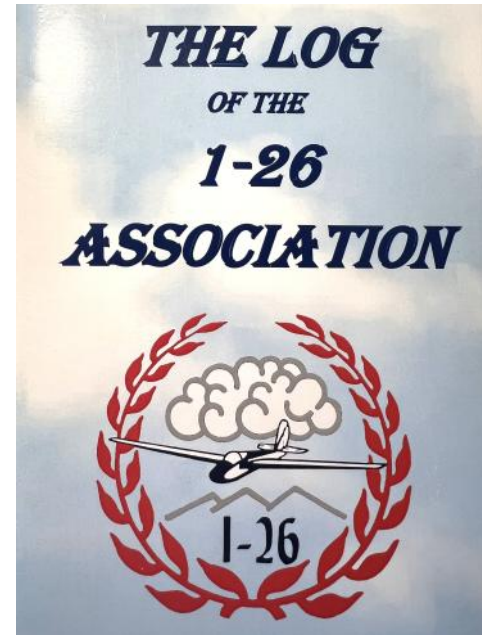
The late fall focus here has been on putting equipment away and preparing for off-season studying and more Condor simulator flying hours. Looking back on 2024, it was a great year for 1-26 pilots with contests, regattas, meets and the convention. Members are focused on safety, restorations, maintenance and having some fun flying these wonderful sailplanes. Looking ahead we have to complete our voting for the 1-26 Association Board and Division VP. Details are included in this issue. Bylaw changes are also an important matter up for consideration. All members are asked to vote online on the website, www.126association.org. Looking ahead, we are planning on website upgrades, re-introducing the 'THE LOG of the 1-26 ASSOCIATION'. The 1-26 Sweepstakes results for 2024 will be published, and we will include more details regarding the SSA Convention just held in Knoxville TN in October. Please send more of your stories, too!
Paul Esser—Editor

Cover: 1-26 Contest Tiedown scene, Hamilton Airport, Texas—Editor

Center: Sundown at the 1-26 Contest, Hamilton Texas—Robin Daye

Back Cover: 1-26E #554 thinking wave, Freehold Airport, NY—Editor

Below: 2024 1-26 Championship winners, Michael Hayter #308, Jimbob Slocum #401 and James Gomez #434—Editor



Sleeping for the past 27 years....

Well, having travelled 1,700 miles in a span of 72 hours I finally made it back home with my family. About four weeks ago, a lead came available that would start up our rescue of a sleeping old friend, #638.

While I already own #219, and some will question “another one!?!”, I could not pass up on the opportunity to be the caretaker of this sleeping hummingbird.

It has been hurt. Its last flight on the ridge by Chilhowee in the summer of 1997 saw it get put into the trees. After that accident, it exchanged hands three times in the very same summer, but no one took on the task to repair it.

We will begin to wash, document, photograph in detail the areas needing repair. Then come up with a plan of action and tackle the job.

Preliminary assessment is that the right wing will need serious love, and very good double ear protection for those people working the drill and rivet gun. It appears it met the tree first; hence it absorbed the gentle fall at about 25-30mph. The left wing will need some southern love as well, and the fuselage..... well, the fuselage appears to have just been a witness to it all, with only some light bruises that with a good polish, and eventually a good scuff and paint, it will shine again.

When #638 left the factory in 1975, it spent two years in the Northeast, and then like a good snowbird, came to Miami in 1977 and stayed for almost 7 years (probably loved the sky full of heat that Miami offers year-round).

Then the last owner who actively flew it, took it back North to enjoy the changes of the seasons that the Appalachian Mountains have to offer, and that was it, Miami was left behind, only as a memory....

It's been 27 yrs since its last flight, but soon it will fly again. With the collaboration of multiple good, knowledgeable, experienced and helpful friends we will document every step along the way. We have been in contact with K&L Soaring, and they have all skins, formed and pre-drilled to complete the job. This will be an all-hands-on deck, and I cannot be more grateful to those who have said “WE WILL HELP”.

For those wondering, what does the logbook say? Well, this is its first accident, ever.... No other repairs recorded. Last flight was recorded at 611 hours total time.

I am proud to always fly these amazing birds, but prouder that they are manufactured right here, in the great United States of America!



Ernesto Camaraza #219 & #638



Before Flight—IMSAFE(R), by Chip Haskell

I want to win the Marion Cruce Trophy. There, I said it. I got it off my chest. I want that big old punch bowl so I can drink out of it like a drunk Canadian hockey player from Lord Stanley's Cup; or La Coupe Stanley, if you are *Les Habitants*.

For me, the 1-26 Championship constitutes the purest glider race in the world. We are the only one-design sailplane race competing. We fly with limited avionics: no Hawk varios, no motors, no heat-seeking 3D glasses. My O21 has no battery. And 396 has no battery, no TE prob and three mechanical instruments all on static. I hope that we never have flarms. A safety argument can always be made for the "leech box", but to keep your head out of the cockpit, manage the sky, and not land out all are a part of "our race". It is the hardest 3 miles you will ever earn in a sailplane. We have all seen our share of "glass pilots" being humbled by their 1st 1-26 race. "It's a 1-26 for goodness sake. It is like racing a Schwinn Tricycle around safety cones in the club parking lot . . . Kerplunk! . . . Hello, retrieve desk?"

I have just returned from the 2024 Championships in Hamilton, Texas. Texas hospitality is a genuine thing and Hamilton Soaring Club "put on the dog", as the colloquial goes. Contest Manager Randy Lee's family homesteaded in the county in the 1800's. He is THE local doctor. Mark Keene, Competition Director, and a highly accomplished racer, also resides in Texas. In short, they know the local heat, coupled with index, and they know the insidiousness of dehydration. From the moment we arrived, they both were excellent on making sure all were drinking.

Let me refresh your memory on the rules: 2 practice days, 8 race days, and the rules state rest days are not allowed. Of course there are the usual days that get weathered out. However, in a place like Texas, you could be racing all 8 days. This year we raced six consecutive days, 3 through 8. The tasks are long, these days are hot, and buzzards are thinking about your bleached carcass whenever you land out.

I am a SSA CFGI and SSA Cross-Country Instructor. I am intimately familiar with all our mnemonics for aviation, like IMSAFE. I like to use **IMSAFE(R)**.

Illness Medication Stress Alcohol
Fatigue Emotion Rehydration

I have actually experienced real dehydration in a sailplane when completing my Diamond Goal 300k in my Libelle. In a Cordele south Georgia summer, we never have really high bases, making for a long day in a Libelle. I

was so focused on getting that leg of the badge, I didn't see the signs. When I landed, it was the equivalent of being drunk, really drunk. I could not find the keys to my truck, thankfully. A friend drove me home to the hotel for a rough evening of getting liquids back in me. My heart rate was elevated; I was just exhausted.

Fast forward now to Hamilton 2024 Practice Day 1. I had been drinking like crazy, but only an hour into my flight I am starting to get a headache. I know this is an early sign of dehydration. IMSAFER. I retreat back to the airport. Proudly, dig this responsible pilot. My mind starts doing Texas-size math: 2 practice days, 8 contest days, without potential for a rest day - two plus eight, carry the one, equals, Holy Mother of . . . ! I call my lovely wife, who is also a doctor, who says "You are turning 60 this year and your aging body cannot take the heat like it used to." "Thanks Honey, Big Kiss, Love You," and I hung-up. "Aging body . . . well, you are married to this aging body . . . good luck with that . . . aging body . . . let's see how much you like this aging body when you have to give it soft foods you gummed with your toothless head when we are 103 . . . ". Crap, she is right, I don't see me being able to do this for this many straight days.

I also want to win the Bob McNeill Trophy. There. I said it. I got it off my chest. I want to bring that big ole chunk of wood home and use it as a night light as I haul my aging body to the bathroom at night. (For those that don't know, the Trophy has a light switch, lighting up a small, picturesque, stained glass which is pretty cool).

I talked next to Jeff Daye about my dilemma. For many and varied reasons, we decide to fly Teams. A wave of relief now comes over me. Day's off, and Daye's on (see what I did there, that's just good writing), crew to help set up the sailplane, someone to brush off the scorpions as they feast on my liver when I land out on the other side of Partridge Creek (also good writing, you had to be there and I am really glad that I was not). IMSAFER.

The teams rules state that no one pilot can fly more than 70% of the contest. Jeff and I have agreed to alternate days. He has the odd and I have the even. Jeff gets off to a good start placing 3rd on Day 1. I place the same on Day 2, enjoying a 33 mile final glide to cap off a fun flight. Jeff has a good showing on Day 3 and next up is Day 4. Whatever happens, I have to fly today to meet the 70% rule, especially if we don't fly anymore days.

My stomach is a bit upset now at the beginning of Day 4 and I take some Imodium. IMSAFER. I take off and mull

IMSAFE(R) cont'd.

around the start circle and then head out on task. I am just not flying well. It is not that my airmanship is concerning but I am just not racing well. I am a firm believer that a big part of task management is prepping your avionics well ahead of time, looking at the task sheet to have an initial strategy with regards to wind lines, times, speeds, plan around the TAT circles' sizes, etc. But I find that I am having a difficult time on-course managing wind angles in circles and making the appropriate adjustments to my strategy as the racing day unfolds. Plainly stated, I am just a little loopy (medical term) and I know it. On the way back, I got low and I was not centering well. I look over and see John Bird two adjustments to the north (I think it is north to continue my point) and just above me climbing like crazy. "Good grief, how long has John been there." Later when speaking with John, who doesn't have a mean bone in his body, said, "Geez, Chip, I wondered how long it was going to take for you to see me climbing better than you." Once I land I really start feeling much worse.

Tie down glider, head to hotel. In my heart of hearts, I know what this is. Day 5, wake up, grab a test at the local pharmacy. Yep, Covid positive. I am not trying to start a forum on Covid. It is no longer the 1919 Spanish Flu, but "it" is something and I felt horrible. IMSAFER. I should not have been flying my day 4. I was making bad decisions in the air, not fatal, but bad none the less.

My IMSAFER was full of hypocrisy. When the mnemonic for dehydration and escaping Texas heat met my needs, I was happy to use it. When the mnemonic had the potential to take away "my night light," given the 70% rule, I was quick to ignore it. Uh, It is not supposed to work selectively, now is it?

I know that I might be the ONLY one in our community that has an aging body. But, even for all you "younger pilots" that I see at the Championships, let us not let our ambitions get in the way of making good decisions. Bathing in Red Kool Aid with pure grain alcohol in the Marion Cruce Punch Bowl will just have to wait. And, I know where the light is in our bathroom.

Lastly, include shaking your fin as part of your daily inspection and please take your annuals very seriously. **We do fly older gliders; extra care does make a huge difference!**

Chip Haskell #021, #396



Chip Haskell



Jeff Daye

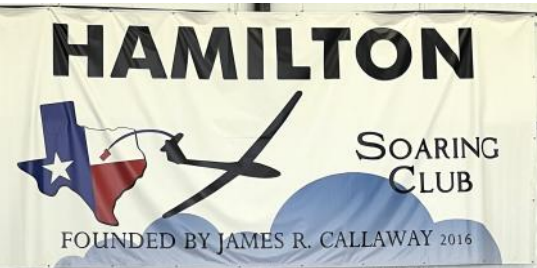
The 2024 1-26 Championship 'Texas' Contest



We were welcomed, feted, watered and given big, Texas style hospitality from July 31 through August 8th at the historic and very beautiful Hamilton

Airport (KMNZ), in Hamilton, Texas. Our hosts, the Hamilton Soaring Club, had planned for a big turnout of twenty eight contestants to gather at KMNZ by the very end of July.

Hamilton airport has a famous legacy of being a US Army glider training base in the early 1940's. That legacy is kept alive by the Hamilton Soaring Club



today. The host and club's Contest Manager was **Dr. Randy Lee**, a top local Doctor. Soaring great, **Mark Keene**, joined on as the

Competition Director. Club member and top local expert, **Wally Scott II**, was the daily weather reporter who provided sage soaring acumen to the pilots every morning before the task was announced. That team coupled with at least five tow pilots and excellent

soaring conditions made for a first class, six day soaring competition using the venerable steed which is the one-design 1-26 as the common machine to compete with.

July 31 and August 1 turned out to be too windy and dusty for any competition. Griding for 22 gliders went very well throughout the contest with



Dr. Randy Lee

excellent support from the Hamilton Club volunteers. Safety was a daily part of the planning discussion. Proper hydration, preflight and canopy checks, health assessments (IMSAFE + Covid was present), thermalling safety, pattern protocols, landout cues and decisions, best gagging techniques, crewing and retrieval plans; plus, how are all of your trailers?

The Contest Sniffer was Jim Neff in 1-26 #222 from Sierra Soaring, Inyokern, CA. A real soaring stalwart, Jim flew every day and monitored activities as he stayed aloft as long as, if not longer, than most everyone else.

By Friday August 2nd, Wally called for good weather with 3-4 knot thermals up to 7,000 msl with calm winds and less dust. John Bird won in #634, Michael Hayter #308 and Jeff Daye in #396 were top competitors.

Contest Day #2 was Saturday, August 3rd and Wally called for good weather, Northwest winds and late day T-Storms. There was a barbecue planned for that evening.

Lance Grace in #610 landed out and just made it to the party when the storms hit. But James Gomez #434 won with best speed, climbs over 8,000 msl and a 38.5



James Gomez with #434



Jim Neff—Contest Sniffer



John Bird

mile distance. Jimbob Slocum #401 and Chip Haskell #396 came in after James in the 68.5 mile, 1.5 hour TAT.

Day #3 had a light east wind, a stationary front and strong, 5-10 knot lift with cumulus

1-26 'Texas' Contest (cont'd)

forming by noon. The CD called for another TAT, but a 3 hour day on which there would be nine finishers. Judith Galbraith #157 came out on top for speed and won the day, a first for her! Michael Hayter #308 and Jeff Friend #263 followed for 2nd and 3rd.

It was now an official contest as Day #4 dawned with high heat and blue cu's. Wally called for some cumulus by noon, light winds and high thermals. CD Mark Keene called for a 2.5 hour TAT. Jimbob Slocum in #401 took first place with his high speed runs between thermals. Cathy Williams #097 and Michael Hayter #308 followed second and third out of a field of 17 finishers on a great day .

Day #5 was forecast as dryer, light SW winds, 7M to 8M thermals at 4-6 knot strength. CD set a longer Turn Area Task of 2.5 hours that Jimbob in his #401 swooped to victory with speed and 100 plus miles once again. Michael Hayter #308 and James Gomez #434 were 2nd and 3rd. It now became a very tight contest among the top five or six leaders. Judith

Galbraith and Cathy Williams really had outstanding performances and thrived in the competitive atmosphere of the contest. First time 1-26 contest pilots from the Hamilton Soaring Club were young Angeline Barber-Petroff and Ashleigh Andrews who flew #248 as a team with only one non-finish day and 13th place overall.

Day #6, the last day, was dry and blue with North and West winds under 10 knots. Wally strongly encouraged more hydrating. CD Mark Keene called another 2.5 hour TAT and Judith stepped up and turned in her second top day with best time, speed and distance. The big surprise winner turned out to be young Michael Hayter (16 turned 17 while at this contest!), in #308. Through steady and consistent thermalling and contest flight management, Michael eked out a best overall performance of 5545 points. Jimbob Slocum in #401 acquired 5529 points> He is the consummate competitor and he demonstrated that again. James Gomez, #434 >>



#248 HSC Team Andrews & Barber-Petroff



Judith Galbraith



Jimbob



Michael Hayter in #308



Cathy Williams and #097







1-26 'Texas' Contest (cont'd)

demonstrated that endurance, steady performance, grit and ground support made for a great first contest, a one day win and a third place overall finish at 5371 points.



the contest and included a 'Special Merit Award' for

Michael Hayter was awarded the **Marion C Cruce Trophy Bowl** and **Cups** for winning the 2024 1-26 Assoc. Championship . He joins an exceptional group of 1-26 Champs who toasted the long tradition of such races.

Michael also won the **David C. Johnson Award** for youngest first time pilot with the highest score (Standing Aviator Award). Michael also won the **John P. Greene Memorial Trophy** (pictured here), for the pilot 30 years or younger with the highest average daily score.

1-26 Association President, Paul Agnew planned and held a ceremonial gathering of past 1-26 Champions to toast them as they welcome a new winner. Pictured (left to right), are Jimbob Slocum, Mark Keene, Curt Lewis and Jeff Daye.

The 1-26 Association held its General Meeting, per usual, at

past president, James 'Ridge' Moreland, for all his years of preserving 1-26's, growing the 1-26 Association and supporting the 1-26 Foundation.

Curt Lewis and his #216 were awarded the **Spify** this year for outstanding work in restoring this gorgeous machine. Other award winners were the **President's Trophy** for fastest time—Jimbob Slocum. **Bob McNeill Memorial Trophy** for the top finishing team—Jeff Daye and Chip Haskell. The **Old Goat Trophy** for 70 plus year pilot with highest finish score—Cathy Williams. **Virginia M. Schweizer Trophy** Feminine Award – Cathy Williams!



2024 1-26 Championships

Hamilton Soaring Club, Texas, 31.07.2024 - 07.08.2024

Overall results after Day 6

#	CN	Pilot	Total
1.	308	Michael Hayter	5545
2.	401	Jimbob Slocum	5529
3.	434	James Gomez	5371
4.	097	Cathy Williams	5047
5.	157	Judith Galbraith	4970
6.	396	Team: Daye & Haskell	4872
7.	450	Pat Murray	4621
8.	400	Kristin Farry	4580
9.	610	Lance Grace	4493
10.	216	Curt Lewis	4058
11.	634	John Bird	3548
12.	466	Team: Auburg & Briscoe	2863
13.	248	Team: Andrews & Barber-Petroff	2766
14.	053	Team: McGovern & Palmquist	2610
15.	430	Jay Fairbairn	2361
16.	263	Jeff Friend	2053
17.	424	Mahlon Hull	1872
HC	222	Jim Neff	1846
18.	687	Team: Hayter & Miner	1715
19.	607	Team: Eiland, Grieve, Long & Stiles	968
20.	190	Bob Hurni	104

Ridge Moreland's Award

1-26 Association Special Merit Award

Awarded to James "Ridge" Moreland on August 5th, 2024

It is with great pleasure and sincere admiration that we commend James "Ridge" Moreland for his exceptional leadership as President and for his unwavering dedication to the 1-26 Association and Foundation. Ridge's contributions to our organization have been immeasurable, and his impact on our community is profound.

As 1-26 Association President, Ridge demonstrated vision, strategic thinking, and a tireless work ethic to keep our organization functioning during difficult times.

Under his guidance, the organization survived the pandemic and expanded its reach and influence all while maintaining a strong commitment to its core mission. Many 1-26's have been brought back to life through Ridge's constant sleuthing to locate nearly forgotten 1-26's and getting them new owners who restore them to get back into the skies.

Beyond his presidential duties, Ridge's ongoing selfless service to the 1-26 Association and Foundation is unparalleled. His passion for preserving the legacy of the 1-26 is evident in his tireless efforts to collect 1-26's, trailers and parts for owners around the nation. Ridge consistently goes above and beyond; always willing to lend a hand in support of his fellow members.

Ridge's dedication to the 1-26 community is a testament to his fine character and his belief in the importance of preserving our beloved gliders. His selfless commitment to our organization is an inspiration to us all.

We extend our heartfelt gratitude to Ridge for his outstanding contributions to the 1-26 Association and Foundation. His legacy will undoubtedly continue to inspire future members of this association.

Awarded by Paul Agnew at the 2024 1-26 Association Championships in Hamilton, TX

A Journey to Silver

My interest in flying began with my father. He flew R/C models and became a national champion in 1967. He grew from flying model airplanes to helicopters. He flew his first R/C helicopter in 1973 when I was a junior in high school. Helping him with setting it up gave me the desire to fly real helicopters. However; somehow I had to finance that dream. Once I graduated and went on to college, I met the recruiter for the Marines and quickly entered into the Officer Training course. After graduating officer training, I went to Pensacola Florida for flight training. I flew the North American T-28, then moved on to helicopters. I arrived at my squadron in Tustin California and flew the CH -53 E model. (Ever want to lift a building?).

After the Marines, I entered into and graduated from the California Highway Patrol, (CHP), Academy. I began to fly the Bell 206 L4 long ranger helicopter and accumulated 4000 hours. I retired from the CHP in 2012 and began the life of get up when I want, go to bed when I want, do what I want; you know all the retired stuff. What really happened is I found the honey-do list became longer. I painted the inside of the house, fixed the fence, mowed the lawn and cleaned the pool. Sheesh, this retired life is really hard. I suggested to my wife that I really wanted to fly and she said, "Please; anything to get you out of the house". So the question arose about how to fly without paying an arm and a leg. I had always wanted to try to fly gliders; so I looked into the nearest location and found Sky Sailing at Warner Springs California.

In August of 2022 I drove to Sky Sailing and took my first lesson. I completed the A badge in that same month, the B Badge in October, and the C badge in December. This badge achievement thing is great. Next on to the Bronze badge and cross country flights.

After some studying for the bronze written test I scored 100. Solo flight release at 3500 feet and climb to 11,500 feet for the altitude portion. A few flights later all the requirements were completed and I received the Bronze badge in February 2023. Wow! This is really fun and I am stoked. On to the Silver badge.

July 2023 was my first attempt at the 5 hour duration. Great day with all blue thermals. Hit all of the local hot spots and landed at 4 hours and 4 minutes. I felt a little dismayed but still thrilled. All of my earlier flights had been just over two hours. Life got in the way and I didn't fly until October. I took a refresher flight with my Instructor Bill Palmer and was all set to try again. Off into the wild blue yonder, with all of the excitement and determination I could muster. After 3 hours and 54 minutes the lift went away. I never could find it again and landed back at Warner Springs. Twice and oh so close. In December 2023, I was offered a Schweizer 1-26 E model glider and scooped it up.

Journey to Silver (cont'd)

Now I am the proud owner of SN #561, my own real glider, which had been sitting for over 20 years. It may not be the prettiest, but it was mine. I scheduled an annual inspection, which was completed, and the aircraft was deemed airworthy. The A&P mechanic told me only real pilots complete their silver badge in a 1-26. The gauntlet had been thrown. Again life delayed the flying, but I was still determined.

In May 2024 I took a tow in my beloved glider #561. The day was bright and full of energy. I lifted off, towed to 3500 feet and let loose. I turned right and headed to a likely thermal spot. Right on cue it was 4.5 knots up. I climbed to 12,500 feet and I was off. Wow, 20 minutes in and I was at 12,500 feet. Now what do I do? Well, I traveled from thermal to thermal, catching some convergence and kept an eye on the clock, all while staying within final glide to the field. Watching out for other aircraft, I kept a wary eye on the altitude and time. The first hour went great. The second, third, and fourth hours were still about keeping a sharp eye out while staying between 10,000 and 12,500 feet and moving between local turn points. Finally, at the start of the fifth hour, I began counting down the minutes one by one. Throughout the flight I was able to spot a few corporate jets flying past into Carlsbad airport. Amazing what 200 knots looks like as it passes at 10,000 feet, a few miles away from me. Then, a white flash out of the corner of my eyes. What do I see? A sleek and modern glass slipper, returning from its long cross country flight to the north. I turn and follow it. I trail at least one mile behind, following in convergence. It is pulling ahead fast and moving away from the field. I am just now remembering that I have 30 minutes left, my altitude is down to 6500 feet, and the day is waning. Pattern entry is 4500 feet and the lift is becoming spotty at best. Hmm, might be best to remember my performance is not anywhere near his, and I turn towards the field. I find one more thermal and climb ever slowly to 7000 feet. Look at the time and I have 32 minutes left. Will I make it? Check the time and see 10 minutes left. OK, I can do this. Smooth control inputs, no big movements, keep it steady and straight. 9 minutes to go. Arrgghh. So close, but don't give up. Then the clock shows exactly 5 hours from release. Still at 6000 feet, I plan just a few minutes more. Definitely don't want to land one minute early. One more turn and enter into the pattern. Left down wind is high but that's a good thing. Turning base I am still high so I can slow my airspeed to delay touchdown. Aim for the

spot and ease the air brakes. Flare and let it fly onto the wheel. Touch down, roll to a stop and let out the breath that I had been holding. Did I make it? Reviewed the IGC file and yes: 5 hours 17 minutes. This completed my first and second legs of the requirements, as I had climbed the necessary 1000 meter altitude gain.

Now I am on get to the Silver distance leg. Sky-Sight forecasted a fantastic day on July 5 2024. I prepped the task the night before, got to the field early and pre-flighted the ship. Got my place in line behind 14 glass slippers and waited my turn. Finally, I was hooked up and began the tow aloft. I released at 6500 feet directly into a 6 knot thermal and climbed to 12,000 feet.

Away I went and following the course on my Oudie device. It's my first time away from the field. First I make 5 miles, then 10 miles. I find my first thermal outside of glide distance to the field. Keeping it steady and climbing, I rose to 11,770 feet. On to the course. Closer and closer to the turn point. A few more climbs and I am almost there. The turn point was located on the side of the mountain at 8000 feet. The mountain was 11,800 feet tall. One more thermal and I climbed to 12,300 feet. Hit the turn point and continue on as I don't want to be short. Turn around and head back home. Now should be the fun part. But where are all the thermals? Keeping best glide, I am looking at the possible land out airfields and continuing on course. Down to 6500 feet. Finally, I find the convergence. A few figure 8 laps and I climb to 10,000 feet. Enough for final glide home. Wait, what is going on? I am flying on course straight ahead. Airspeed is 60 knots and I am climbing at 7 knots. Through 11,000 then 12,500 then up to 13,600. Quickly I turn left and out of the convergence. The field is in sight as I descend from 9000 feet. Now I have to lose 4000 feet of altitude to enter the pattern. The pattern is normal and I touch down 2 hours and 10 minute later. Check the IGC file and yes, Silver distance out and back.

My instructor through all of this is Bill Palmer (pictured on my left). His encouragement and wisdom was invaluable. He truly is a one-of-a-kind CFI-G. Always encouraging his learners and me to strive to achieve more than we think we can. This is only the beginning of my journey. I have just a few more goals; all of them to be completed in the mighty SGS 1-26.



Rick Schwemmer #561.

President's Column

The recent 2024 SSA Convention in Knoxville was well-attended, well-coordinated, and, well, had a lot of fiberglass and carbon fiber. Thanks to Curt and Vicki Lewis there was a brilliant splash of color in the middle of the bright, white, long-wing jungle. Curt's presentation at the 1-26 Breakfast was very eye-opening as he chronicled his laborious restoration and rejuvenation of #216, now nicknamed Squirrel. Whenever we looked out on the convention hall floor there was usually a small group standing around Curt asking him questions. He and Vicki did us proud answering questions for hours on end. We all thank them for representing our 1-26 Association so well.

One thing I realized while at the convention was that most everyone has a 1-26 story. While staffing the booth with Ridge Moreland, Jeff and Robin Daye, Paul Esser, Charles Cook, and others, it became clear that the majority of our pilots in the US have very positive feelings for, and memories of, flying the 1-26 before they moved on the higher performance ships. Let's plan on talking to everyone and asking for more of their stories. We can raise more interest in and nostalgia for joining the 1-26 Association, or even becoming the caretakers of their favorite model. Speaking of nostalgia, we found and displayed a couple of old banners that have been passed on from one President to the next. and gathered a small crowd when we laid them out on the floor. One said, "SCHWEIZER 1-26: THE IDEAL X-C TRAINER" on the top line, then "THE X-C GLIDER FOR THE HIGH-PERFORMANCE PILOT" below. The second banner is what I'm calling the Legacy Banner, with the old 1-26 Association logo and the line art scene of a 1-26 and its crew. The significant interest for both banners has me contemplating a fundraiser or reproduction of the banners for our hangars and garages. I'll let you know what we come up with.

Looking back to the contest in August, I ask you all to join me in thanking the Hamilton Soaring Club for hosting a fantastic 1-26 Championships. Aside from the heat, the cricket invasion, and the rubber snake living under Chip Haskell's skid, it was a wonderful social event that was only occasionally interrupted by the contest. The giant silver Marion C. Cruce Champions' Bowl was displayed with all of the other trophies that week and on the final day it was brought out and filled with punch. All past champions in attendance filled their silver cups and we had a 'Champions' Toast' to them before we toasted our newest 1-26 Champion, Michael Hayter. His competition consistency kept him in the running all week and ultimately left him standing on the proverbial podium - at 16 years old! The

club put several of their youth members in the contest with great results. Well done, Hamilton! The 1-26 Association Championships will be back someday.

Our 2025 1-26 Championship are scheduled for the Merlin Aerodrome in Virginia, May 7-14. I just met with the primary organizers for the next 1-26 Champs, and we are making good progress in clarifying what is needed to put on a stellar contest. We may have to put a cap on the number of competitors based on several factors, so please get your entry in as soon as you can once the registration window opens after the first of the year. We almost have the next five years of contest sites worked out and will make one big announcement as soon as I get commitments and dates worked out.

When you get to vote for your 2025 1-26 Association Board, you will be asked to vote on a Bylaws amendment that was announced at the General Meeting in Hamilton. In a nutshell, we are borrowing language from The 1-26 Foundation Bylaws for The 1-26 Association Bylaws that will allow the Board to make Bylaws changes after a 30-day comment period instead of the current system that requires waiting until the General Meeting at the Championships each year. The Foundation Board can already do this, but we added a comment period to make sure we are always listening to our members. We are looking to streamline the governance process where we can, and this will allow your Board to operate a little more efficiently. No changes will be voted on without giving the membership a minimum of 30 days to comment on and discuss those proposed changes.

Regarding voting: I'd be embarrassed to type the number of votes cast to elect your current Board. Suffice it to say, it was under 3% of our total members. I'm asking each of you to utilize Online voting when it opens in October. All you do is log in to the 1-26 Association website and make a few mouse clicks. There are two new names on the ballot, Judith Galbraith Sec/Treas, and Rick Schwemmer VP Western Division. With their candidacy, I offer my sincere and deepest thanks to Steve Barry and Pete Donath for filling those roles so well for so long.

So, what's your 1-26 story...?

Paul Agnew
President 1-26 Association
#114 #533 & #543



1-26 Association Elections for 2025

1-26 Association Ballot for 2025 President and Division Vice Presidents

The 1-26 Annual Election online voting opened on October 31, 2024 and end December 10, 2024. Please vote electronically on the website, www.126association.org. For the Vice President (VP) positions, please vote, on the website again, only for the candidate in your division. Make your choice or enter your write-in candidate for each office listed below.

1-26 Association Ballot for 2025 Officers

- ◆ **President: Paul Agnew or write-in _____**
- ◆ **VP-Eastern Division: Charles (Chip) Haskell or write-in _____**
- ◆ **VP-Central Division: Lance Grace or write-in _____**
- ◆ **VP-Western Division : Rick Schwemmer or write in- _____**
- ◆ **Secretary/Treasurer: Judith Galbraith or write in- _____**

1-26 Association 2025 Bylaws Amendment

Explanation to Membership of December 2025 Bylaw changes:

1. **Membership due period.** The current Bylaws define a membership as starting at the beginning of a month and ending at the end of a month. The new website can only process memberships for exactly a one year (365 days) period. This amendment will align the Bylaws with the technical limitation of the website. The Board approved the change by majority vote.
2. **Family and Family Life Memberships.** These are eliminated. Over the past years there have been very few of these Memberships requested. Elimination saves postage in sending multiple Newsletters to the same address. The loss of votes from Family Members is considered inconsequential. The Board approved the change by majority vote.
3. **Election of Officers** – Remove the request for a mail ballot and instructions. Email or website voting is more up to date.
Amendments – The Association needs to be able to correct errors and make changes to the Bylaws quickly. The current Bylaws allow corrections and changes to be made only once per year. This Amendment will allow the Board of Directors to make necessary changes to greatly improve service to the Membership. The membership will have a 30 day period to make comments before any proposed amendment (s) are enacted..

Currently, the Association and Foundation bylaws differ in many respects. The bylaw differences mean that we have 2 sets of rules governing our Association! This proposed amendment is a step towards aligning the two corporation bylaws. The Board recommends a YES vote

Bylaw Amendments proposed to be voted on by Membership by Dec 10, 2024

ARTICLE II - Membership.

1. There shall be six four classes of membership:
2. Member
3. Life Member
4. Family Member - Same rights as Members, but must reside at the same address as a
5. Family Life Member - Same rights as Members, but must reside at the same address as a Life
6. Sustaining Member
7. Honorary Member

The membership year shall begin in the month dues are paid, and expire at the end of the same month the following year. *on the date they are* paid, and expire exactly one year later. If dues are received within three months following the recorded expiration date, the expiration date of the membership in question may be changed to reflect the month dues are received or renewed based on the original expiration date, at the discretion of the Secretary/Treasurer.

ARTICLE V - Officers.

1. Nomination and election of officers

Any Member may request a hard copy ballot with instructions be mailed to him or her.

ARTICLE XIII - Amendments.

These Bylaws shall not be amended, altered, or repealed, unless such amendment is submitted in writing to the Executive Board at least in time to be published in a prior issue of the Newsletter and be on the November ballot. A two-thirds majority of valid votes cast shall be required for passage of such amendment.

An on-line ballot to all Members may be used as an alternate to the Newsletter.

The Board of Directors may amend, alter or repeal the Bylaws or any specific provision of the Bylaws, and may from time to time make additional Bylaws.

The amendment(s) shall be submitted to the BOD writing to the Executive Board for consideration.

The membership will receive a 30 day notice of the proposed amendment(s) and the BOD shall consider any comments received before final voting.

If the Executive Board determines the amendment(s) warrants a vote by the Membership, then the amendment(s) will require publishing in the Newsletter, or by email. An on-line ballot to all Members shall be by accomplished via the website. A two-thirds majority of valid votes cast shall be required for passage of such amendment(s).

Judith Galbraith—1-26 Association Secretary / Treasurer Candidate

Paul Agnew’s heartfelt appeals for volunteers to stand for election as candidate for our 1-26 Association treasurer worked for me. I have submitted my name to be included on the ballot for the upcoming year. I have served as secretary and then treasurer for Pittsburgh Soaring Association and have a basic understanding of keeping track of income and expenses and keeping in touch with members regarding their dues payments, etc. I currently serve on the board of Finger Lakes Soaring Club and the WSPA scholarship committee. I believe learning from each other and sharing the best of what our various soaring organizations have to offer is the best way to improve and grow the sport.

I have been flying since I took my first glider ride in 2016. Cathy Williams ‘voluntold’ me to crew for her at the 2018 championship at Caesar Creek and I decided then and there I really had to find a reason to hang out with you all, so I acquired #157 and am perversely committed to doing all my contest and badge flights (and land-outs) in this little bird. The 1-26 community is a huge part of why I fly, and I look forward to the opportunity to serve you all and help keep it going.

Judith Galbraith #157

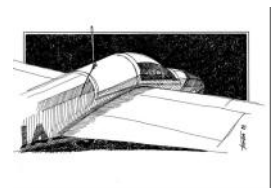


VP—Western Division Candidate: Rick Schwemmer.

I joined the United States Marines Corps and began flying helicopters in 1979. I flew for 12 years with the Marines and then started my next career with the California Highway Patrol. I flew patrol helicopters for 13 years with many mountainous terrain rescues, car chases, and a few high profile security flights. I finished my career with over 5000 flight hours. I retired in 2012 and dreamed of continuing flying. As is usual for most people life got in the way and I was not able to fly until August 2022 when I contacted Sky Sailing at Warner Springs California and was introduced to Bill Palmer. Bill gave me great instruction and I was able to add-on my commercial glider certificate in January 2023. I flew the Schweizer 2-33 and transitioned to the Schweizer 1-26 E. I rented from Sky Sailing and flew over 15 hours in the 1-26. In December 2023, I had the opportunity and took it, to purchase a 1-26 E model, SN 561. I have since flown “MY” 1-26 over 20 hours. I completed my Bronze and Silver badges in the 1-26 and now I am working towards completing the Gold badge. The altitude portion is complete and I have a 300 km flight planned. I enjoy the flights in the 1-26 and look forward to many more hours. As a member of the 1-26 Association, I want to do more for the group. I enjoy speaking with and following all of you on your flying journey. I look forward to being able to help and support our association to continue into the future. member of the 1-26 Association, I want to do more for the group. I enjoy speaking with and

following all of you on your flying journey. I look forward to being able to help and support our association to continue into the future.

Rick Schwemmer #561



Bill Tomsa art ,1981

1-26 Association 3Q 2024

Newsletter Editor
67 Catamount Road
Fairfield, Connecticut 06824

Help us improve the Association
by sending your comments to the
website. Please notify us if your
e-mail or postal address changes.
www.126association.org

Find us on 



**The date above your name shows
when your membership expires.**

