

The Little Glider That Could



Six Decades of
the 1-26

Photo Courtesy of Steve Vihlen



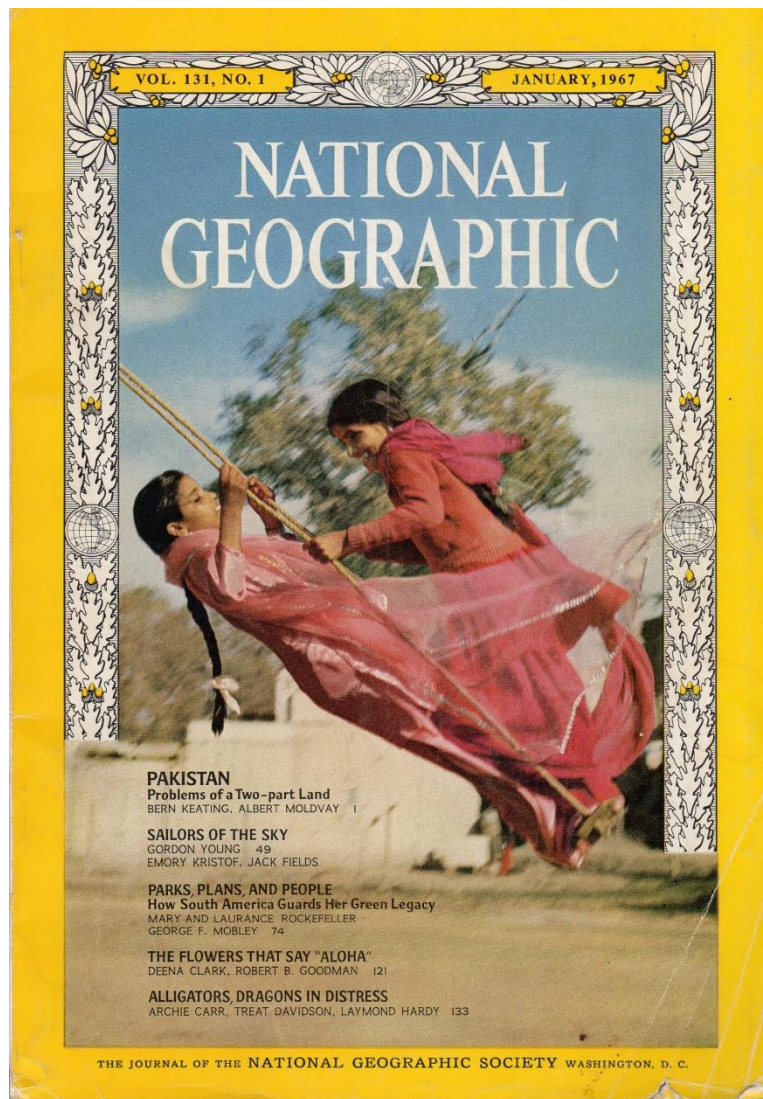
Welcome



**My
name
is Dan
Ernst
and I
own
and
fly
#316**



National Geographic



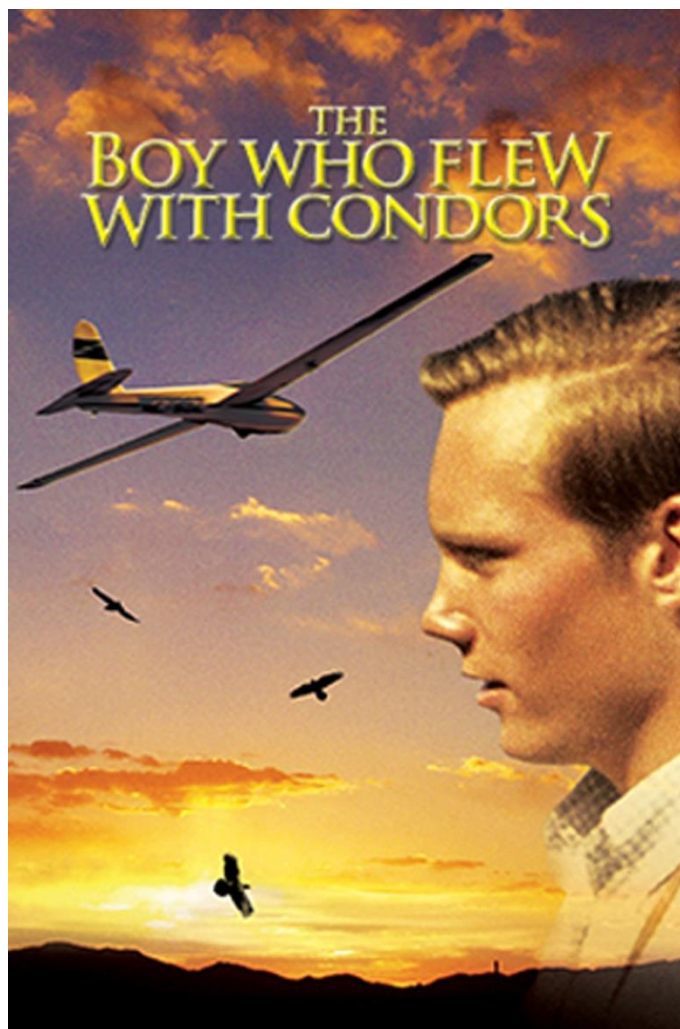


National Geographic





The Boy Who Flew with Condors





The Boy Who Flew with Condors





The Boy Who Flew with Condors



Margaret Birsner



Agenda

- **History**
- **The 1-26 Association**
- **Cross Country Soaring in a 1-26**
- **Restorations**
- **Factory Support**
- **Pilots and Accomplishments**



The 1-26 Is Fun







History

- The Design and the Designer



Paul, Ernie and Bill Schweizer



One Design Concept





Why One Design?

The true measure of pilot ability and experience is usually shown in the final standing in a contest. What could be more indicative of this when pilots are flying identical sailplanes with identical performance. One design competition is the sure test of soaring skill.

- Paul A. Schweizer



Broad Design Goals

- **One Design Glider after one-design sailboats**
- **Low cost kit**
- **Gold Badge performance**
- **Altitude**
 - 3,000 meter (9,843 foot) gain
- **Distance**
 - 300 Km (186.42 mile) XC flight





Specific Design Goals

- **Small and light weight for ease of construction and storage**
- **Rugged design with focus on pilot protection**
- **Launched by autotow, winch or aerotow**
- **Ability to soar in light conditions**



Kit Features

- **No critical parts would be fabricated by the builder to ensure reliability, minimize jigs, and simplify production**
- **Assembly in six months, so it could be built over one winter's off-season (other sources say one year)**
- **Complete kit, so the builder would not have to waste time sourcing parts**



Kit Cost with Inflation

1955 Kit: \$1,465

2017 \$13,425

1955 Factory-built: \$2,150

2017 \$19,703





Evolution

- **1-26 - factory-built (called the Standard 1-26)**
- **1-26A – Kit-built**
- **1-26B – Factory-built with all metal wings, swept tail available**
- **1-26C – Kit-built B**
- **1-26D – Monocoque forward fuselage, top and bottom spoilers (next slide)**
- **1-26E – all metal monocoque fuselage and wings**



The D-Model





Evolution

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Numbers Built

- **1-26 = 22**
- **1-26A = 117**
- **1-26B = 184**
- **1-26C = 87**
- **1-26D = 79**
- **1-26E = 200**
- **Total of 689**





The Early Years

- **1954 Nationals**
 - 001 (prototype) placed 8th
- **1955 Nationals**
 - 003 placed 9th
- **1955 first 1-26 Labor Day Regatta**
- **1963 an entire issue of Soaring devoted to the 1-26**
 - Rose Marie Licher record flight of 273 miles
 - 36,000 feet had been exceeded





The 1-26 Association

- **Association Purpose**
- **Association Goals**
- **Association History**
- **1-26 Sweepstakes**
- **Awards**
- **Championships**



Purpose

**To stimulate interest in and promoting the sport of soaring in the Schweizer 1-26 sailplane;
to establish standards for competition;
categories for record flights made in the 1-26;
to disseminate information relating to the 1-26 and flights made in the 1-26**



Goals

Foster the helpfulness, the camaraderie, and the opportunity for head-to-head competition that is found in One Design groups in sailing.



The Dream Realized

- **First 1-26 Regatta was held in 1955, with seven ships**
- **Every Labor Day thereafter**
- **Association started in 1956 with help from Tony Doherty**
- **First 1-26 Championships held in 1965 at Harris Hill right after the 1965 Regatta**



1-26 Sweepstakes

- The Sweepstakes is a means to encourage greater numbers of and more ambitious cross-country flights





Awards

- **Regional Awards**
- **Flights exceeding 400 miles**
- **Straight Line Distance Award**
- **Hangman**
- **Per Ardua**
- **Ambassador**



Regional Awards

- Any record you can think of for the 1-26





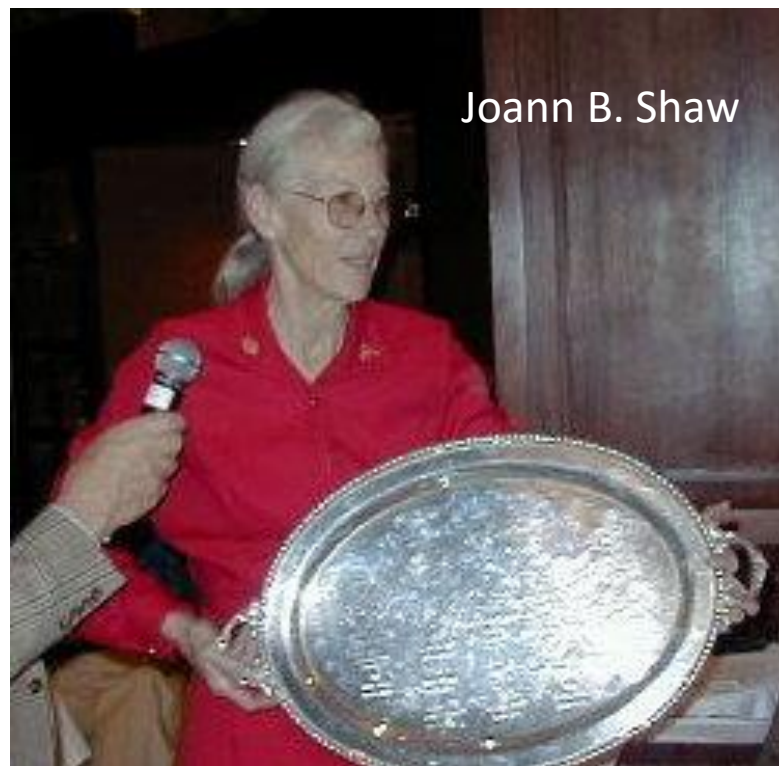
Flights exceeding 400 miles

- **The Association recognizes any flight over 400 statute miles**
 - Remember that the design goal was a glider capable of 186 mile flight
- **36 such flights as of 2014**
- **Daniel Sazhin and Ron Schwartz have done 1,000 km Diplome flights**



Straight Line Distance Award

Pilot who makes the longest flight during the calendar year receives the H. Marshall Claybourn Award



Joann B. Shaw



Hangman Award

Awarded annually for the longest flight in a 1-26 in accordance with the Sweepstakes rules, up to nine turn points. Inspired by the many long flights of Doug “Hangman” Levy





Per Ardua

Presented annually to the member making the most outstanding flight and other noteworthy contribution toward the promotion of the 1-26 and the Association





Ambassador Award

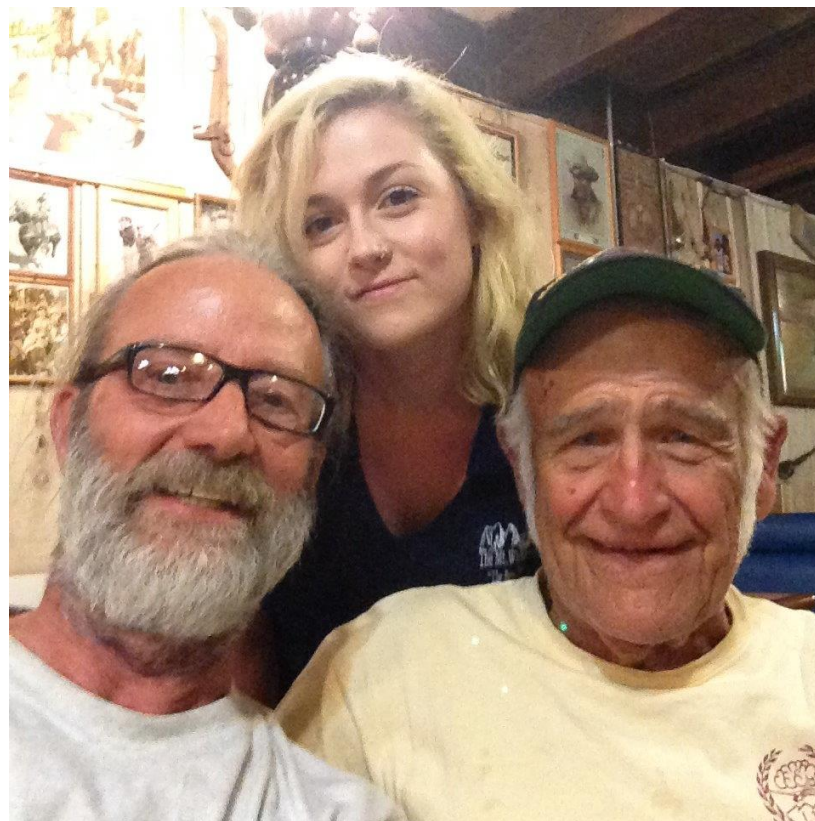
The 1-26 Association Ambassador Award is presented to a member who has worked through multiple avenues over many years to promote the 1-26 Association





Ambassador Award

George Powell

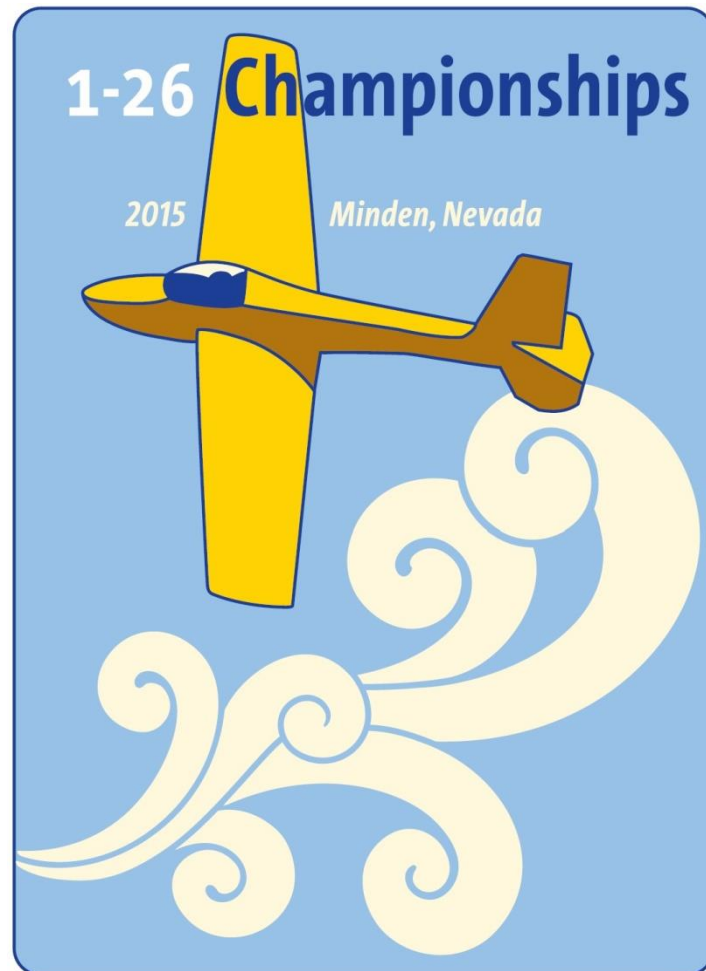




1-26 Championships

The Champs are the focal point of the year in the 1-26 community. The Champs are a time for serious competition, socializing and Association business.

Phil Jordan, Artist-in-Residence





Championships Awards





Champions Award

Marion C. Cruce Trophy





Virginia Schweizer Award

Kathy Williams and Ginny Schweizer





Spiffy Award





Spiffy Award



Judy and Pete Vredenburg



Spiffy Award



Bob von Hellens



Spiffy Award



Bob von Hellens



Spiffy Award



Jay Murphy



Spiffy Award



John and Vicki Wrona



Spiffy Award



Wick Wilkinson



Spiffy Award



Kevin R. Anderson



Spiffy Award



Neal Palmquist



Spiffy Award





Spiffy Award

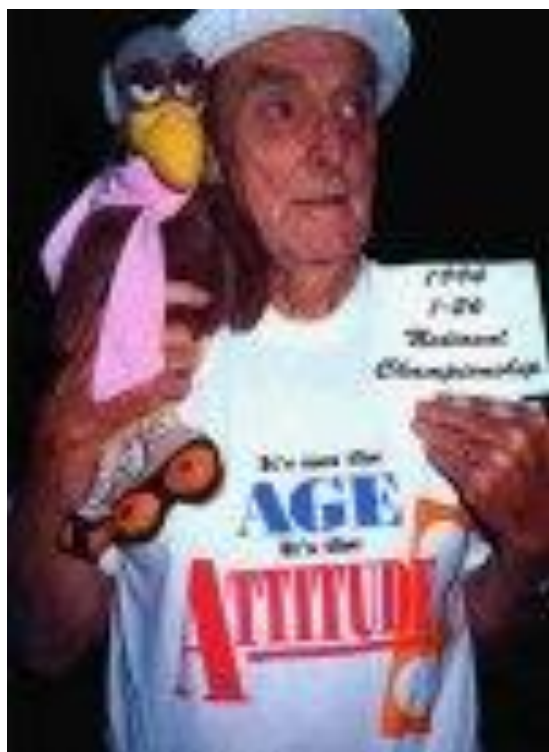


Wick Wilkinson and JimBob Slocum



Old Buzzard Award

This is a non-competitive award to the oldest competitor at the Championships





Old Goat Award

This is a competitive award presented to pilot over 60 years old that finishes highest in the rankings for that contest





STARS

Sociable Tenacious Aircraft Retrievers





2018 Championships

- **Caesar Creek Soaring Club, Ohio**
- **May 21,22 Practice Days**
- **May 23-30 Contest Days**
- **May 31 Awards Brunch**
- **\$350 Entry Fee**
- **Check the 1-26 Association website for more info**



Support for under-30s

- **The 1-26 Association will pay entrance fees for first time pilots who are 30 years old**



Newsletter



Third Quarter 2017 Newsletter Content

Top News	1	2017 Championship Results	10
Dawn Launch and the BIG SIT	3	Awards	10
Welcome New Western VP	6	Inyokern CA to Ely NV	13
298 Restoration Part 3 (a continuing saga...)	7	Membership Application	14

Top News

Dan Ernst, President

Let me set the scene. The sun is setting over the flat Texas countryside and temperature is still in the high 90s, but the light breeze is so pleasant as I sit on the patio of the Texas Soaring Association clubhouse. Locusts are trilling softly in the trees. All else is silent as stillness falls over the Texas Soaring Association airfield. I am the last one around. The gliders are packed up and the pilots and crews headed for more drinks or a well-earned good night's sleep. Another Championships is complete. And it was a great one!



I want to extend my thanks to TSA for hosting a great Championships. But special thanks go to **Tom Barkow**, **Neal Palmquist** and extra special thanks to **Miriam Palmquist**. They were dynamic contest sponsors and worked their tails off to provide a well-run contest with great food. Miriam even had a drawing at the awards

breakfast and gave away what seemed like a dozen cakes. Their welcome was Texas-sized and the Association can't thank them enough.

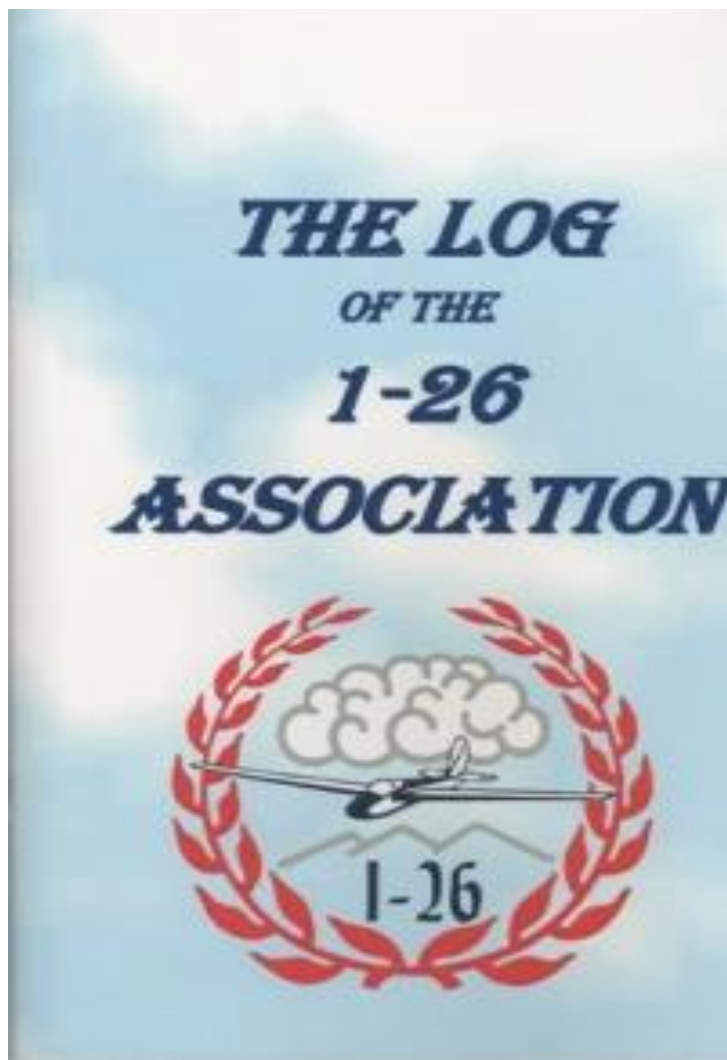
Concurrent with 1-26 Championships there was a "low" performance contest featuring the 32-1 PW-5 (there was also a very cool tailless vintage ship, the Marske Pioneer). The 1-26s and PeeWees melded well on the grid, in the air and after the flying day was done. The group featured a number of youngsters. Maybe some time in the future we can get them into a glider that is older than they are! We welcome the PWs back and perhaps we can change the name to "classic" performance. (continued...)

2017 Officers
President Dan Ernst
Secretary/Treasurer Wayne Walker
Eastern VP Gus Johnson
Central VP Ridge Moreland
Western VP Pete Donath (acting)
Newsletter Editor Gary B Swift





The Log of the 1-26 Association





Cross Country

- **Designed to be docile, strong, forgiving and uncomplicated (no gear to forget to put down)**
- **Strong enough to handle some serious abuse**
- **Never that far from a easy retrieve**
- **Inexpensive**
- **Easy ground handling**
- **Can be tied out and ready to fly**



Cross Country

- **Great first step progressing through the SSA badge program**
- **What have you really accomplished earning a Bronze or Silver Badge in a 40:1 ship?**
- **If your ego doesn't demand big numbers...**
- **Once mastered, the 1-26 can be put down in incredibly small spaces**



Landouts





Landouts





Landouts





Landouts





Landouts





Time Builder

- The 1-26 is the perfect platform for post-solo time building





Youth Flying





Restorations





Restorations





Before





After



Andy Keckses



Before

Chris Fenger





During





After





Restorations



Bill Vickland



Restorations





Factory Support



Les Schweizer



Sport Canopies





Sport Canopies





Sport Canopies





Sport Canopies





Sport Canopies





Hall of Fame Pilots

Pilots in the National Soaring Museum Hall of Fame that have significant connections to the 1-26



Bernie Carris

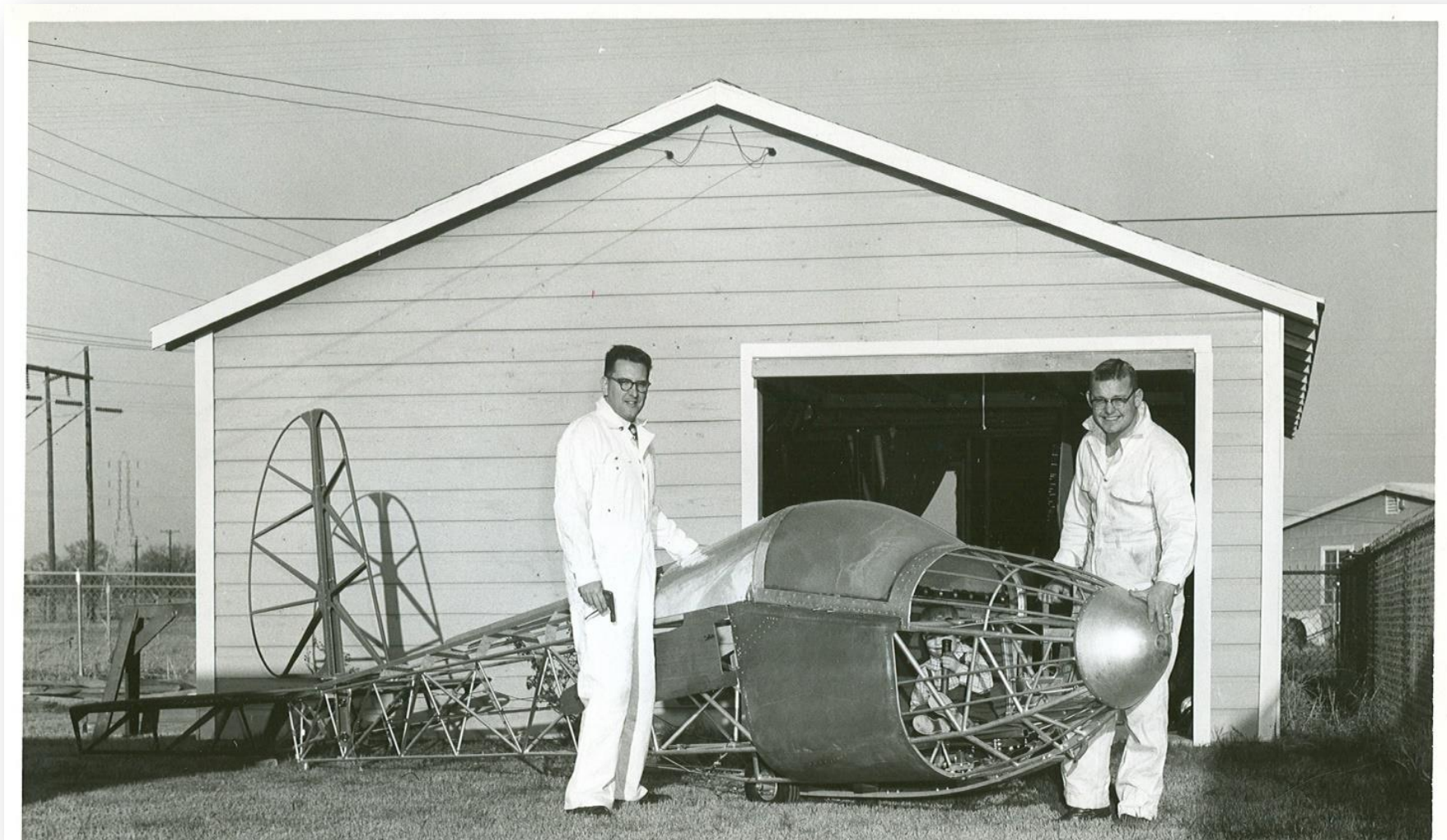
- **Bernie Carris flew #003 in the 1955 Nationals**



Bill Batesole photo



H. Marshall Claybourn





Tom Knauff

- Soaring Hall of Fame pilot and 1-26 Roll of Honor Pilot





Hank Nixon



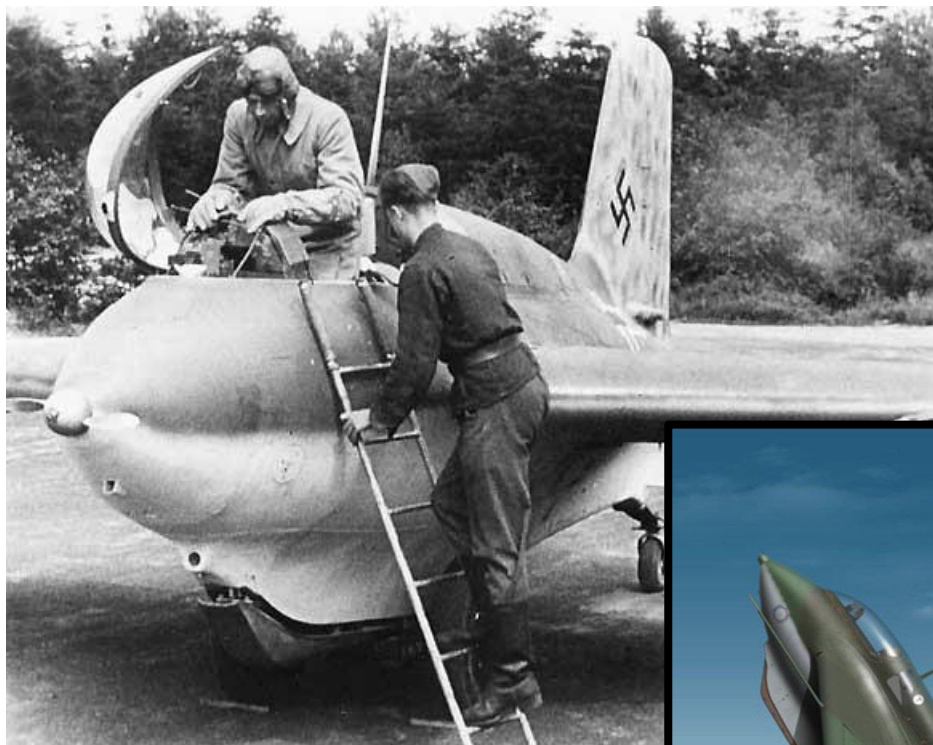
Walter Cannon



Hank Nixon



Rudi Opitz





Rudi Opitz



Bill Batesole



Rudi Opitz celebrates his 80th birthday



Jim Payne





Jim Payne 1973

- Jul 28: Silver Distance, Altitude, & Duration in #435
- Sep 03: Won Team Trophy in Rocky Mountain Soaring Contest



Flew F-4s in Iceland





Jim Payne 1982

- Bought 1-26E #643
- First Record 100 km Triangle 22.07 mph
- Region 6 200 km Triangle 37.64 mph (still current!)
- 3rd Place 1982 1-26 Championships (CCSC)
- Central Division Champion (Dalhart, TX)





Jim Payne 1983

- Mar 13: 22,500 ft Gold Altitude at Cal City
- Mar 27: 27,600 Diamond Altitude at Cal City
- Sep 10: Gold Distance/Diamond Goal O&R from Lone Pine

Dreamed of 100 km Speed Records
But Could not Solve the Finish Issue





Bertha Ryan



Bertha Ryan before her first flight in 044 which she built from the kit





M2-F1 Lifting Body





High Performance Pilots

Low Performance Glider for High Performance Pilots



Neil Armstrong





BG Ken Ekman



**Ken won the 1-26
Sweepstakes East Silver in
2007, 2010, and 2011**





George Powell





Ron Schwartz





Big Plane, Little Plane

Aircraft	Boeing 747-100	Gruman S2F	Schweizer 1-26D
Propulsion	4 Pratt & Whitney JT9D-7F	2 Wright 1820	1 Sun
PAX	480 sob	4 sob	1 sob
SPEED	600 mph	265 mph	114mph
SERVICE CEILING	45,100 ft	21000 ft	37,200 ft so far
RANGE	6100 sm	1350 sm	627 sm so far
GROSS WEIGHT	710,000 LBS	29,150	700 lbs
WINGSPAN	196 ft	72 ft	40 ft
HEIGHT	63.5 ft	16.7 ft	7.2 ft
ARMAMENT	NONE	TORPEDOES-DEPTH CHARGES-ROCKETS	PEE TUBE IF INSTALLED
PRODUCTION STATUS	OUT OF PRODUCTION	OUT OF PRODUCTION	OUT OF PRODUCTION
TOTAL PRODUCED	250	1284	700
COST TODAY	9 TO 26 MILLION	NONE FOR SALE	6,500- 10,000



Cal Tax





Bob Spielman





1-26 Roll of Honor

- The Roll of Honor recognizes those pilots that have earned all three Diamonds in a 1-26





1-26 Roll of Honor

- 39 Names on the Roll
- Daniel Sazhin
 - Latest pilot on the Roll. Achieved all three diamonds in a 1-26 before the age of 22
 - Now a member of the US Junior National Team





Memento





Final Glide





Association Booth

- Please come visit us at our booth
- Come see the jet sustainer 1-26
- See the traveling trophies up close



The End





Check Slide

- **Saved to Lexar on 2 March**