

The 1-26 Association Newsletter



1Q2022



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.

March 2022

Postponement of the SSA Convention this year made this issue a scramble of fill ins. Big thanks to Ron Schwartz, the H. Marshall Claybourn Memorial Trophy Flight winner for 2021, for his flight write-up. Also, thanks again to Dan Ernst for a fine book review. We extend our heartfelt and belated condolences to the family of Jim Foreman, who flew West last November. His years of contributions to all things soaring in the U.S. cannot go without our expressing our sorrow and never-ending thanks. George Powell and Lane Decker have opened my eyes to the Skid Row Gang and some of their pictures will be published here. Paul Agnew, #543, loaned me the contest log of his 1-26E's previous owner, Wayne D. Rogers. We honor his documentation of and participation in a 1-26 Championship contest by including a write-up on his work here. We look forward to getting similar flight write-ups along with members pictures, maps, opinions and advice on all things 1-26. Last, but not least, a huge thanks to Mike Havener and the Association for our amazing new website!

Paul Esser—Editor

Spring 2022

Front Cover: 1-26A #015 Spring 2017 Red Wing Soaring Osceola WI

Center Image: Lane Decker's #050 Out Landing picture Springville UT

Back Cover: George Powell in #009 Warner Springs—Lane Decker

Skid Row tail feathers line-up at Lone Pine 2017 — Lane Decker



H. Marshall Claybourn Memorial Trophy Flight 2021

Ron Schwartz in #680

The Start: April 2, 2021 at 09:23 EDT 1,941' MSL - Close to Blairstown, New Jersey and abeam Fairview Lake just to the North.

#680 and I were pointed SW and settling down into the ridge lift. Although I did not know it at the time, this was the beginning of the longest straight-out flight I have ever flown. Oh, I have had lofty dreams of doing a five hundred miler for as long as I can remember, but I just never came close to achieving a bit more than half of that.

Bouncing along 50-100' above the mostly tree topped ridge, I managed an average of just over 60mph. The first 125 miles into middle Pennsylvania would end up being mostly ridge running but would include three big jumps into the 15 knot NW headwind. The first, at Hawk Mountain, was the toughest. It was a long six miles that took me one agonizing hour to accomplish. The next, Tremont, was an even longer stretch of nine miles over challenging terrain, which cost me just 30 minutes. The last, crossing the Juniata River to get onto the Tuscarora Mountain, could not have been more enjoyable as it was six miles in 17 minutes.

Halfway point: 13:23 EDT 2,252' MSL and 10 miles south of the Juniata River

Once above the Tuscarora I was, timewise, half done with the flight. At the pace I had been going so far, I would have to kick the groundspeed up to almost 50 mph to reach that 299.28-mile mark I would actually achieve. Two things would help in solving that dilemma. The next 70 miles would be virtually uninterrupted ridge flying and the ridge orientation shifted to give me an added tailwind factor. Sure enough, the next hour produced a 70mph run. Great!

Decision #One: 14:23 EDT 2,662' MSL Dickey's Knob at the Border of PA and WV

Now it was decision time. There were two viable options that I had been seriously considering up to this point and it was time to settle the question of East or West. One was to leave the ridge, angle off to the SW and hope to get to Petersburg, WV in time for an afternoon wave that would be good enough to give me the altitude diamond badge that I have never claimed. I had serious doubts as to whether there would even be wave. Add to that was the fact that I was not even sure that I could even get there in time for the big climb. Long story short: East won. I decided to stick with the ridge for another 40-50 miles, catch a thermal to cloud base, cross the Shenandoah Valley and settle onto the

Massanutten Ridge near Front Royal, VA. That would be the first time I had ever flown in that part of the world, and it looked like it was going to happen. I was getting excited.

Decision #Two: 15:51 EDT 10,100'MSL Middle of the Shenandoah Valley

The thermal came along SW of Winchester, and not that big: 5 kts until losing it at 7,500. While wandered around the next big flat-bottomed cloud I stumbled into a 9 kt boomer, which then transitioned into wave at cloud base of 8,000' and topped out at 12,600'. Since a diamond climb was one of my goals, you would have thought that I would have planted myself in that spot. But I did not stay. I was in the middle of the Shenandoah Valley above the clouds and decided that I could milk the quartering tailwind and whatever wave there might be for a fast run toward Roanoke, VA. I had already run the ridges, and this high(er) flight seemed the best way to go. So, I bid farewell to the Massanutten thinking more about going for distance. As it turned out, it was the thing to do because I covered the next 47 miles at 78mph. Fantastic.

Back to Thermals: 16:18 EDT 8026'MSL 265 miles from the Start

I cannot recall if I left the wave lift or if it left me, but now I'm back into the convection layer, the thermals are softening up and I sadly note that the ridge I had hoped to explore was now way behind me. I sputtered along in the direction of Roanoke for another hour while getting more and more tired and sloppy with my thermaling technique as the elapsed time clock wound its way towards the 8:00 hour mark. It was time to call it quits after a truly great day of flying.

The Fat Lady Sings: 17:24 EDT 1437'MSL Waynesboro, VA

Nestled on the western edge of Waynesboro, VA was Eagle's Nest, an ex-gliderport within easy gliding distance and just what the doctor ordered for a satisfied pilot that was running out of steam.

My crew and soaring buddy, Bill Thar, rolled onto the field before I had a chance to peel the tape off. He is a whiz with electronic gadgets and had followed me all day without once giving me a call. Good Job!

There is always something to complain about and this time it was the long drive home. We did not get back to Blirstown until 2:00 A.M. Bill still had another hour's drive home. He totaled over 17 long hours in the car that day. Now that is one tough cookie.

Thanks again, Bill.

The 2021 Claybourne Trophy Flight Bare Bones:

Takeoff: April 2, 2021 09:08 EDT 371' Blairstown, NJ

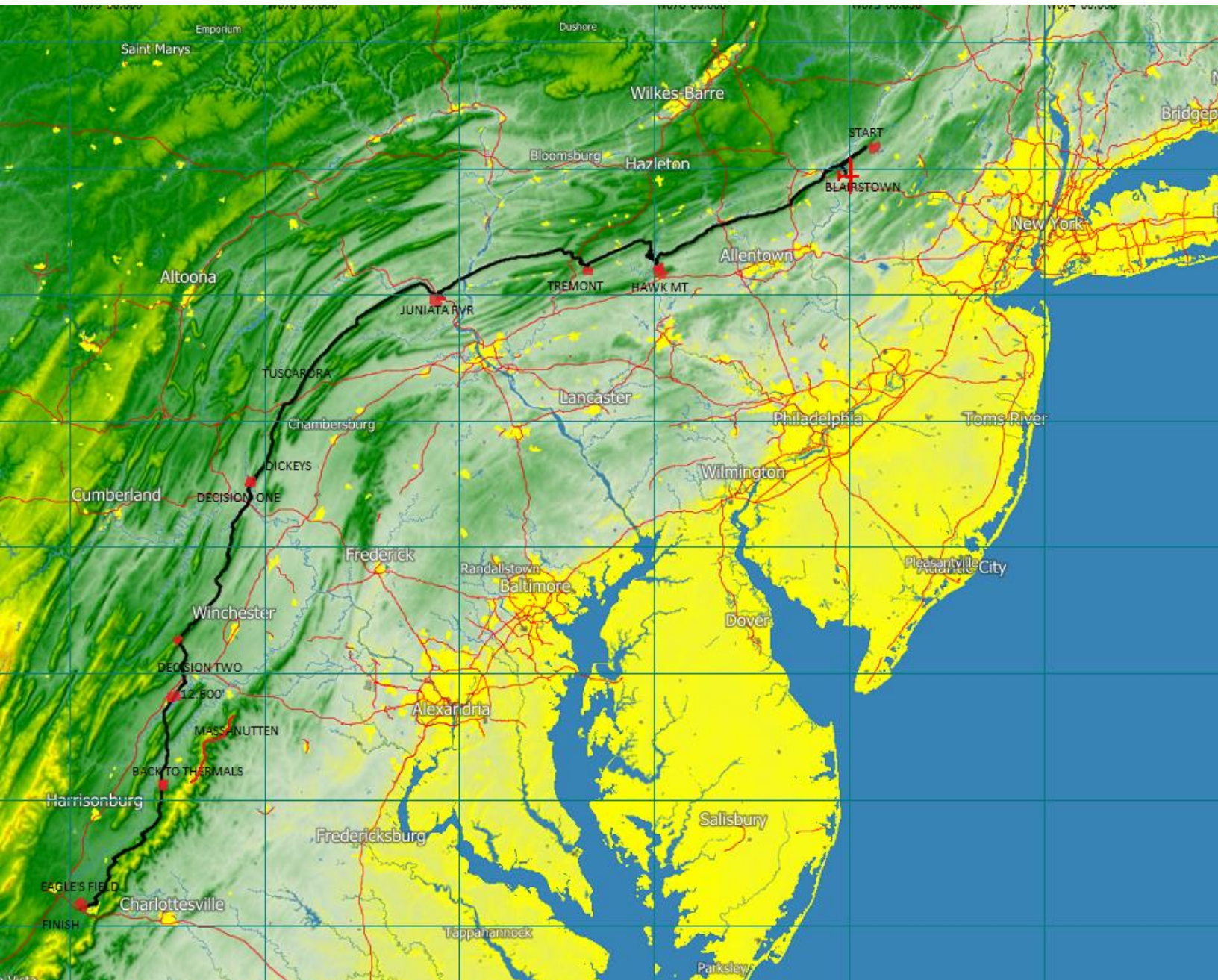
Start: 09:23 EDT 1,928' Abeam Fairview Lake on the Kittatinny Ridge

Land: 17:27 EDT 1437' Eagle Field, Waynesboro, VA

Low Point 1,265' High Point 12,600'

Straight out Distance 299.28 miles Total distance flown 384 miles

Time on Course 8:03 hours' Time aloft 8:18 hours



The Weather Machine: A Journey Inside the Forecast by Andrew Blum

Book Review by Dan Ernst

As a soaring pilot, the weather and especially the weather forecast is very important to you. Is it a good day for a cross country, could I earn a badge today, or should I even go to the field today? Moreover, if you aspire to make a cross country flight, is now a suitable time to mobilize a crew in anticipation of heading out? I will bet that you are a subscriber to a soaring forecast (or two, or three...). While we look to the skies to see if forecast conditions will support our recreational goals, ground-bound people depend on the forecast for a wide range of needs from "should I wear a jacket today?" all the way to "should I be ready to evacuate in the face of an approaching hurricane?" The weather these days is big science, bigger news, and big business. So where does all this weather forecasting come from? Whose idea was it anyway? How has it grown over the years and who is in charge if anyone? Andrew Blum answers these and other questions in his pleasant to read and not too long (181 pages) book. The book is in three sections: Calculation, Observation and Simulation.

Blum outlines the foundations of weather forecasting based on the transformational technology of the telegraph, which then was combined with map graphics. The telegraph made it possible to collect weather observations from far flung stations and create a visual representation of the weather. It was the earliest geospatial information system. For a century, the global apparatus for observing the weather grew and methods of observation were gradually standardized. By the late 19th century, the call went out to understand more than what weather conditions were and had been, but more truly forecast the weather and understand why it came about. It was suggested that physics and mathematics were the answer to the question. The man that seriously accepted that challenge was Vilhelm Bjerknes, a Norwegian physicist and mathematician. Bjerknes was studying the practical applications of physics and in particular atmospheric circulation. He posited that areas of unequal density or pressure would interact with each other seeking equilibrium. He thought this might apply to the weather but was not sure how. A series of events and supporting actors led him to write equations that might calculate the weather forward in time and not just in the next few hours. But, as one might expect, those equations were complicated and in fact were partial differential equations that were functionally impossible to solve with pencil and paper without days of work. While not practical at all, the concept of calculating the weather was born.

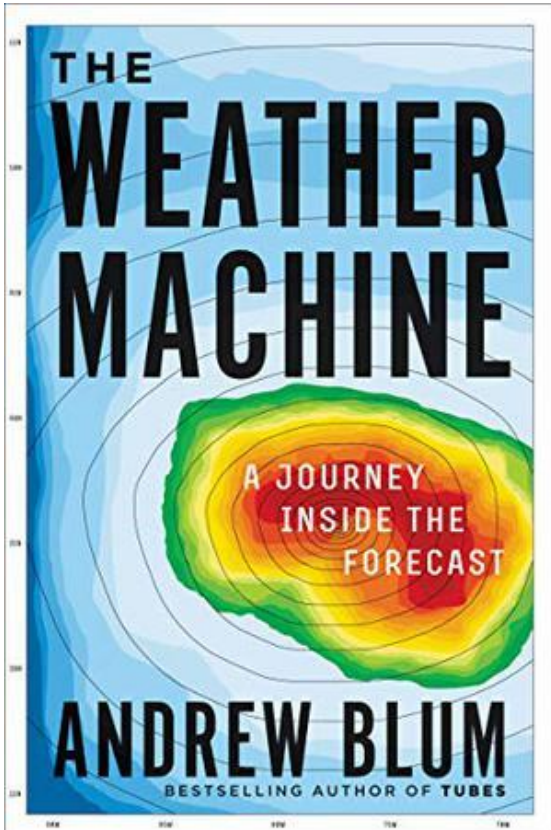
Blum adds that it was a man named Lewis Richardson, a British mathematician who served as an ambulance driver in France during World War I, developed a way to tame Bjerknes equations and actually proposed a scheme for human calculators (I will let you read in the book to see how many!) to do weather forecasts based on mathematical analysis. And there the ideas of Bjerknes and Richardson sat until the invention of the computer.

Following his Calculation section, Blum explores the worldwide observational network and how it developed along with the political impetus for linking the numerous national weather observation systems. Weather knows no national boundaries. Britain's weather today is Germany's tomorrow! There is a gargantuan infrastructure that

spans the globe with stations in all kinds of places from airports to roadsides. But it was the advent of satellite observation of weather that turned it into a global enterprise and, although it was the rich nations that could afford to build and launch satellites, all nations share the data. It was to be the satellites that made weather observation truly global with their overhead vantage point and continuous coverage. Filling in all the gaps in coverage increased the accuracy of forecasts immensely.

So now that we have the all-seeing satellite eyes to observe, and the equations to understand the behavior of the atmosphere, we need Simulation, i.e., actual running of the models on computers. Here Blum takes us on a tour of the various weather services and their modeling efforts from Boulder, Colorado to Reading, UK. Not surprisingly, super computers are involved. Blum interviews the people that develop and maintain the weather models and oversee their execution daily. The models are being constantly tweaked using the constant feedback loop of how the forecast compared with the observed weather. Make no mistake, accuracy is a passion and a competition with these folks.

Like others in soaring, I subscribe to Skysight. I wondered how Skysight might use the forecasts made by the models to do their soaring forecasts. I reached out to Skysight's Matthew Scutter whose answer made me realize I had the wrong idea altogether. Here is what he wrote:



"We use observational data and global model data to start our own models, running on our own supercomputer (run dynamically in the cloud) to produce the forecasts. Our supercomputer is roughly equivalent to ~1000x your personal computer. This is much less powerful than the computers used by NOAA or in Reading, UK, but only a small fraction of those enormous computers is actually used for their day-to-day forecasting and they do all kinds of things with them."

Matthew is running his own model, descended from Bjerknes and Richardson, (and others to be sure) that gives us our niche forecast for soaring. That sounds like a tremendous achievement to me. The book is richly detailed, but not wordy, and Blum uncovers new (at least to me) insights on modern weather forecasting and adds a few of his own.

Perhaps my idea of a good time is a bit warped, but I was informed and entertained by this book. Once you have read it, you will not look at a weather forecast the same way again.





The 2008 1-26 Championships Log at Texas Soaring Association, Midlothian, TX

The Contest Report of Wayne D. Rogers

Some 1-26 pilots will bring their gliders to the Championships planning to fly competitively with an aim to win. Some go just for fun. Others will, for various reasons, end up helping as support crew on the ground. Paul Agnew, who owns and flies 1-26E #543 in competitions today, inherited a complete contest log made its previous owner, Wayne D. Rogers from Lawrenceville, Georgia. Reading this log we can tell, Wayne, who had flown a 1-26 contest at Chilhowee, TN, went to Midlothian Texas in July 2008 to fly and compete. Wayne passed away not even two years ago. His contest log was left behind with #543 and we are fortunate to have it to use to remember him.

Wayne wrote his daily log out in long hand, mostly in neat, old-school cursive. He provides us very detailed information about the contest from start to finish. Included are all the sign-up sheets, instructions, maps, results day by day, personal notes about his preparations, travel travails, and his cat, Smoky, who kept him company the whole way out and back. Particularly interesting are his many observations. He was a mechanic and knew how equipment and machines work. He was self-reliant, frugal, and tough. He went alone and had no crew. He had no problems making friends along the way, particularly among the 1-26 pilots that he met and shared flight stories and crew duties with at the contest.



Wayne Rogers and 1-26E #543 in 2007

Midlothian, TX is about 830 miles from Lawrenceville, GA. Wayne and Smoky left Georgia with #543 on trailer in tow driving his '74 Chevy truck. With one breakdown on the way, which Wayne repaired on the fly, they managed to get to TSA, southwest of Midlothian, by midmorning on practice day #1. After attending the first morning meeting, setting up his campsite and getting Smoky settled, Wayne had a couple of meetings with Norm Miller, the TSA contest liaison. For reasons he does not explain, Wayne is told by Norm that he will not be flying in the contest. Well, Wayne just transitioned into being support and crew, even though he was still allowed to fly locally if he chose to.

That being settled, practice day #2 starts and Wayne writes exceptionally clear notes on who is who and everything else the contest pilot needs to know to fly and compete. He gets help rigging #543 from a California pilot and his crew, and Wayne lends his GPS logger to that same pilot, Vern Hutchinson, whose own logger fails to work. Then, on day three, the contest gets set to officially start with marginal conditions for weather but gets called off by the CD because there has been a glider crash. It turns out to be the famous pilot, Dick Johnson, who succumbed to the impact of the crash. Wayne and the other pilots agreed with the stand down plans out of respect for the passing of such a highly regarded pilot.

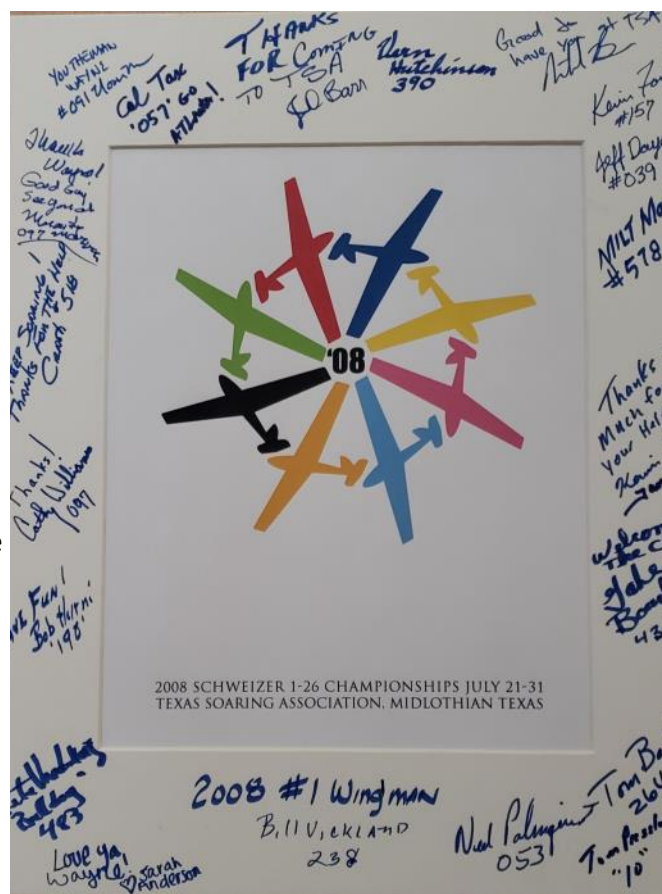
Day four turns out to be the first official contest day. Wayne flies #543, launching after the contest is underway. It was not an ideal day with strong SE winds that allow him only a short flight. Once he gets back and ties down, he is off helping on a retrieve as plenty of gliders have landed out. Day five is a better day for the competition with higher bases and

Wayne gets in two more #543 flights while the others race. His self-critical remarks in the log that day indicate he has limited 1-26 experience in windier conditions and is, appropriately enough, very cautious. Once again, he makes himself available to retrieve a 1-26 that landed out and then enjoys the camaraderie of other 1-26 pilots at dinner. Day six has similar weather conditions and Wayne helps rig a 1-26 before the gridding starts. Again, after all the others launch, Wayne takes #543 up for a flight and he writes about his frustration at the short duration.

By day seven, Wayne has truly gotten the lay of the airport land, the pilots, and the contest routines. He helps one crew assemble, is shown a fancy enclosed trailer, and enjoys the jokes and “antics of the 1-26ers” at the morning briefing. He also takes a two-place demo ride with Tom Pressley, the official scorer of the contest. Wayne’s comments about that flight and how Tom points out roll rate techniques and vario lag once again show the lower time pilot’s thoughts as he expresses his discomfort with high bank angles and sensitive controls. No sooner are they back down when he is off on another retrieve of Dan Bryan in #313 and is outspoken in his compliments of this salesman of a 1-26 pilot making nice with the locals who have come to help. Day eight has again more high heat, no clouds, but 6,000-foot thermals. Wayne writes of struggles with life in the campground with bugs and the heat without a/c comfort. Some of the other pilots drop out, but Wayne hangs in. Taking #543 back out to the line, he launches and has a great flight. Up for close to two hours and gagging with some of the other 126’s, he chooses when to come back down this time. Helping other pilots and enjoying dinners together are frequently remarked on. Day nine brings the edge of a high-pressure cell, higher winds, and higher thermals. Wayne is getting caught up in the contest leader race, which switches from one pilot to another about every day. Every 1-26 Championship includes the Annual Meeting of the 1-26 Association, and Wayne took good notes even though it went by fast. He writes about the Association’s wish for younger people and realizes in his notes that if not for his work at GM he would not be able to afford to go to contests. He manages to get one flight in #543, but a second launch attempt is thwarted by contest pilot relights and incoming poorer weather. His new friend, Vern, who needed to borrow Wayne’s GPS takes the lead.

The last contest day, the tenth, got delayed a bit as wet weather passes in the AM. At the pilot’s meeting, Wayne is recognized by the contest participants with a framed 2008 Championship logo signed by all the pilots. His appreciation was palpable as he writes that that gift matched the feeling of having his shirttail cut off after completing his first solo. The grid was readied for a 12:30 launch. Down now to twelve 1-26’s from eighteen starters, the day is fraught with tension and the weather gods are at play. After the launch, Wayne takes another flight and comments on the conditions and the struggles of the pilots to stay up on a weak day. After one final short flight, he lands, ties down #543 and writes in his log: “Texas has whipped me pretty good”. He again offers to help crew for his winning team friends, Vern and Gene. Being a mechanic, Wayne helps fix their trailer and motorhome problems to make things right for their return to California. Wayne writes about going to the championship contest in 2009 at Moriarity, NM, and decides he has go to the Awards Banquet. He makes it very clear that he is having the time of his life at this point.

His awards banquet notes and trip home write up are filled with an eager enthusiasm and he concludes with thoughts on lessons learned at the contest. We do not know what later kept him away, but his 2008 contest log is a testament to thorough record keeping and a passion for the people who fly and the efforts they make to compete in the 1-26.



President's Column

Ridge Moreland

We are now less than two months away from the **58th** (!) 1-26 Championships this year at the fabulous, green Chilhowee gliderport in TN. The Champs were last there in 2007, and won then by Jeff Daye. For many of you this will be your first taste of spring weather, so please dress appropriately. **Register now.** Come volunteer some time, or just visit during the contest. We need many volunteers, as will some pilots who come solo without any crew.

This past week I was allowed to look inside a tucked away closed trailer here at Moriarty, one that I had only heard a rumor about existing. The owner of the trailer glider passed away last month, so I was doing an "inspection & evaluation tour" of his huge hangar, inside and out. Opening the door to the trailer outside revealed a 1-26C thickly coated in NM dust, and I was told by my "guide" that the glider had been undisturbed in there for about 20 years, and it showed. I have already set in motion feelers with the owner's close friend by relaying that I am certainly interested in buying and saving the derelict glider. It is another reminder of just how many of our beloved 1-26s are out there in similar dilemmas, just waiting to be saved or at least preserved.



Another excellent example of saving a semi discarded, tired 1-26 is that of **#054** and its owner/restorer, **David Erickson**. He recently shared with me some sample photos of the now restored control stick unit, and his quality of workmanship exceeds that of the Schweizer factory.

Come to Chilhowee!

Soar the local ridgelines!

Remember that Tennessee is the *volunteer* state! Make new friends for life!

Ridge

#212



Jim Foreman: A Life Well Lived (*Jim Foreman.com*)

Jimmie Mills Foreman, 93, of North Richland Hills, passed away on November 28, 2021. He was born on November 3, 1928, in Signal Hill, Texas, the only child of Mills H. Foreman and Mary Ethel Farless. His early years were spent in Stinnett, Texas where he learned the hard lessons of ranch life during the depression and the dust bowl in the Texas panhandle. He worked and saved for flying lessons and soloed on his 16th birthday. Those flying skills served him well as he continued building hours as a crop-dusting pilot. He later became an instructor and taught many others to fly. His lifetime of flying was later recognized with the Federal Aviation Administration presented him with the Wright Brothers Master Pilot Award for more than fifty years of aviation experience.

Jim served in the US Army in the Korean War. He entered service as a private and was released after two years with the rank of Master Sergeant. He returned to Borger Texas and opened an Indian motorcycle dealership and married Freda Hardin on September 9, 1955. The new responsibilities of marriage and starting a family led Jim and Freda to Amarillo, Texas. Jim worked for Sears and together they raised three children. Jim retired at age fifty to pursue his desires to fly airplanes and gliders, photography, and writing. Together they moved to the Black Forest, Colorado where they built a house and led an active life. During his time there he wrote between 150 and 200 magazine articles and six books. With the advent of the Internet, Jim's storytelling moved from printed pages to video. At age eighty he taught himself to shoot and edit videos which he then posted to YouTube. In twelve years, he posted over four hundred videos that were viewed 4.4 million times and garnered fifteen thousand subscribers who waited for each new video.

Freda's desire to be closer to her family drew her and Jim to Oklahoma in the 1990s. Their final move took Jim and Freda to North Richland Hills, TX where they could enjoy the company and assistance of Lisa Harbour, their eldest daughter. Freda, his wife of sixty-four years, recently passed on July 30, 2021, as did his grandson Joseph Foreman on August 29, 2021. Jim was known for his devotion to Freda. She had survived polio and cancer twice and Jim was always there to see her through any challenge.

Jim is survived by his three children, Lisa Harbour, of Hurst, TX; Dr. Stephen Foreman of Hellertown, Pennsylvania; and Dr. Kerra Foreman, of Colorado Springs, CO; nine grandchildren, Jason, Matthew, and Joshua Harbour; Benjamin, Michael, Timothy, Neil, and Jonathan Foreman; and Megan Foreman; seven great-grandchildren; great-grandchildren Hailey and Jackson Harbour and Harrison, Jude, Bryant, Harvey, and Kylee Foreman.



A memorial service ceremony was held on Friday, December 03, 2021, at 10:00 a.m. at the Roberts Family Funeral Home. Jim will be interred at the Dallas-Fort Worth National cemetery with Freda. Jim once wrote, "I try to live life to the fullest and my motto is not to leave anything in the glass when I die." Jim lived a full life that was far above the expectations he developed on that ranch during the dust bowl. He is loved and will be missed. He left nothing in the glass.

Welcome to the new 1-26 Association Website

Mike Havener 1-26 Association Webmaster

As most of you may have noticed, The 1-26 Association web site has received a major upgrade. This is the biggest web site change since it went live for the first time in 1996. The association has put significant effort into this necessary upgrade and we encourage you to check it out. You should be pleasantly surprised. Some users have contacted me to say that they are normally change averse but have found this upgrade to be a vast improvement.

This was a huge, yearlong project, driven by requests that required the upgrade of the base technology used. So large that given my limited time as of late, we brought in outside help to make it happen. We even had to upgrade the server the site is hosted on to provide the performance needed.

The upgrades to the site are so large that it would take up most of the newsletter to cover them. In fact, about the only thing that was not touched were the Sweepstakes because the technology used is so old that migrating it was problematic. To provide adequate separation of the technologies, the Sweepstake were moved to a separate subdomain on the server.

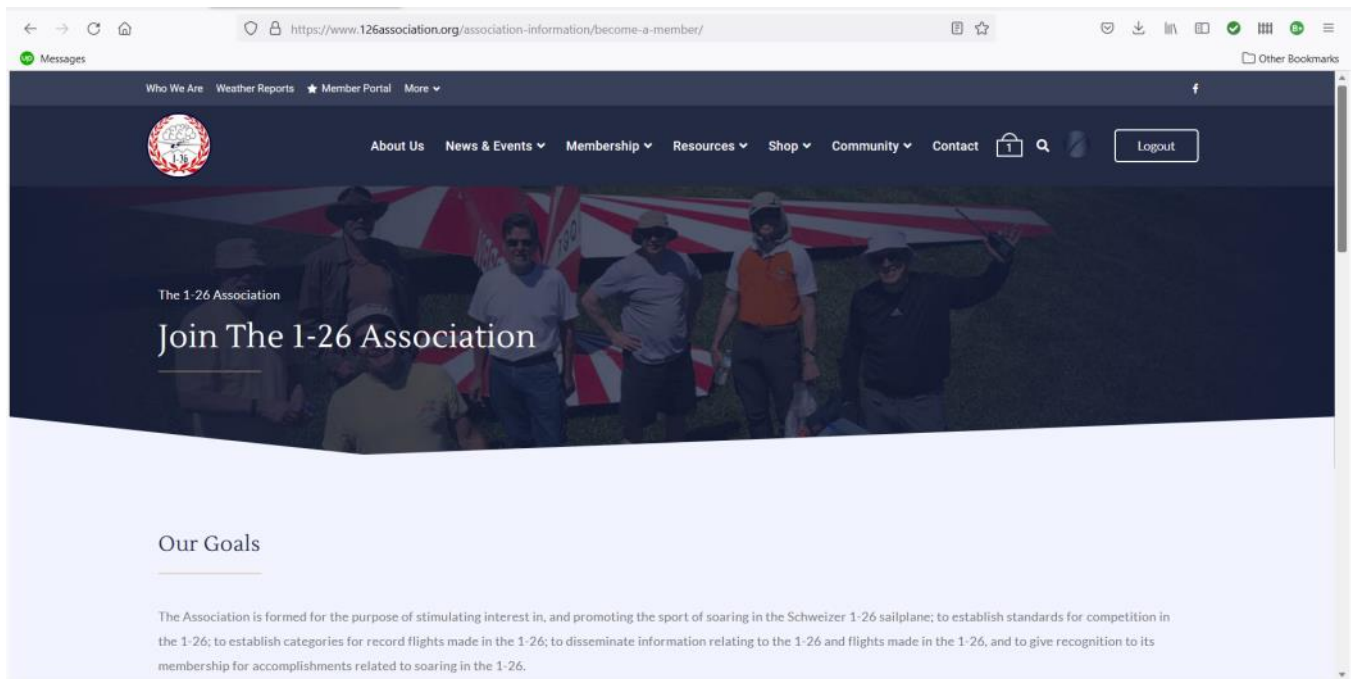
Rather than going through each item that has changed, here are some of the ones that users of the site might find most useful –

- The site is more user friendly and scales well across different platforms (pcs, tablets, and phones).
- We now have a real, online store which in and of itself provides some new options
 - * Credit cards and PayPal can be used for online purchases.
 - * Users can now purchase merchandise directly from the online store.
 - * Users can renew membership online, even if it has expired.
 - * Users can join the Association online at any time.
- There is an online Community where users can keep up to date with Association happenings.
- There are forums where users can create and subscribe to topics of interest (no more email clutter from email lists).
- Several sections of the old site that were open for public consumption have been moved behind a “wall” only available to Members. Non-Members can see they exist, but can access it unless they join the Association, e.g., the latest issue of the Newsletter will be publicly available, but the Document Archive is available only to Members
- There is a Membership Portal tailored specifically for the Membership that focuses on activities and resources only available to Members.
- Each Member has their own Profile Dashboard where they can maintain their information as well as post information and their individual galleries with items they would like to share with other Members.

Besides all the user improvements, the site is now permission based. This now gives the Association Officers, Managers and Chairmen not only the permission, but also the responsibility to maintain the sections of the web site that under their purview. This means that information will be timelier and more accurate since they do not have to wait for me to get to it online. It also frees me up from the day-to-day information maintenance and frees me to take care of the technology that keeps the entire site functional, secure, and up to modern standards (we hope also to avoid another huge upgrade in the future).

I encourage each of you to visit the new site at www.126association.org and log in. Numerous users Association information was WAY out of date. We have them in and now they will be maintaining their own information in the future.

Please use the Contact link on the website if you have any difficulties and we will get it taken care of.



Become a member of The 1-26 Association

Purchase or Renew a Membership

Please browse the membership options below and find the one right for you. When you're ready, simply click on of the icons to securely complete your purchase. If you prefer to mail in your application, please see the "Paper Application" section below. We will never share or sell your information.



Regular Member - \$20 per year

Regular Members are entitled to one vote in all elections, to a full voice in the affairs of the Association, and to receive the Newsletter and the LOG, which is the annual directory and handbook of the Association.



Family Member - \$5 per year

A Family Member is a full voting member, but does not receive separate copies of the Newsletter and the LOG. Family Members must reside at the same address as the full member (Regular or Sustaining).



Sustaining Member - \$30 per year

Sustaining members have the privileges of Regular Members, but are members who, because of their interest and involvement in the success of the Association, wish to contribute more than the Regular Membership dues to support the organization. Honorary Life and Regular Life Members who choose to pay annual dues are also recognized as Sustaining Members.



Life Member - \$500

A Life Member enjoys Regular Membership for life. This membership type is a means whereby dedicated members can make a permanent financial contribution to the Association. The Life Membership funds are invested separately and produce regular income for the Association.



Family Life Member - \$26

A Family Life Membership permits a Life Member to make a single contribution for family members at the time the Life Membership is purchased. Each enjoys the privileges of Family Membership. These funds are invested in the same manner as the Life Membership Funds. Family Life Members must reside at the same address as that of the Life Member. Family Life memberships are active as long as the Life Membership is active.



Paper Application (PDF)

If you would prefer to print, fill out and mail a paper application instead of using our online service, please click the icon to the left.



1- 26 Association Championships 2022



The 1-26 Championships are May 5 through 12, 2022 in Chilhowee, TN

Register on the SSA website — www.ssa.org/event/2022-1-26-championship/

Classes: 1-26

Practice Dates: 5/3/2022 – 5/4/2022

Fees: Deposit: \$150.00

Entry: \$575.00 including tows

Checks to: Chilhowee Soaring Association

Contest Status: Sanction Status: Approved

Contest Manager: Sarah Arnold | Phone: 423-506-9015

1-26 Association 1Q2022

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by taking the survey at our
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e-mail or postal address changes.

www.126association.org

Find us on 



The date above your name shows
when your membership expires.

