

The 1-26 Association Newsletter

2Q2022





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.

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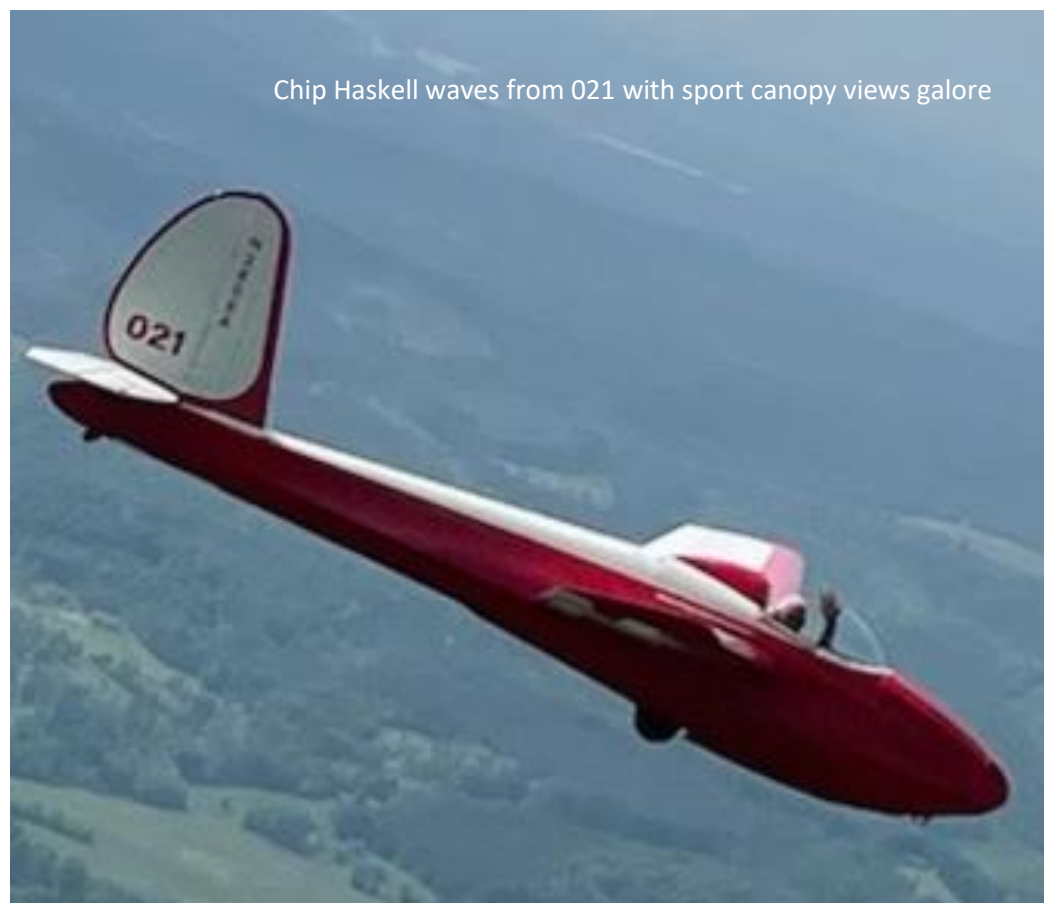
Reflecting back more than just a few weeks, we revive here some memories of another challenging, yet still classic, 1-26 Championship contest hosted by Sarah and Jason Arnold at their Chilhowee Gliderport in Benton, Tennessee. Tow pilots, volunteers, crews, 1-26 pilots and friends gathered together at this very fine location and pulled off a three-contest-day contest. The 1-26 Association held its annual meeting hosted by Ridge Moreland and the Association board. Dan Nezgoda 'volunteered' his brains, experience, hospitality, and his nervous system, to be the Competition Director this year. We all owe him a huge thank-you! This year's crop of all the 1-26 gliders was an aficionado's dream. A contest pilot, Glenn McGovern sent pictures and lessons learned notes from North Carolina Wave Camp in North Carolina last October. There are contest experiences and 1-26 fabric repairs stories included here, too. Soaring and 1-26 pilots lost a great friend and supporter with the passing of Bill Vickland just this past April. Dan Ernst knew him well. We remember and honor Bill thanks to Dan.

Paul Esser—Editor

Front Cover: 1-26 Champs 2022 — Chip Haskell's 021 Chilhowee TN

Center Image: Valerie Thal-Slocum photo of JimBob and Ron Schwartz

Back Cover: Becky Kinder's Chilhowee photo with 1-26 Grid scene looking out towards that incredible Ridge.



Flying the Carolina Wave Project in Marion, N.C.

Ten Things I learned about Wave Flying in a 1-26

Glenn C. McGovern, Commercial SEL, Instrument, Glider

In October 2021, I had a good time at the Chilhowee Octoberfest glider event. I met Sarah Arnold and her husband Jason who are the operators of the glider port at Chilhowee. While there I learned about the upcoming biennial North Carolina Wave Camp to be held at Shiflet Airport (9A9) March 21-31, 2022. I signed up right away for the N.C. Wave Camp. It turned out to be an amazing adventure. Thanks to Sarah and Jason and CFGI Duo Discus pilot/owner John Good I had an excellent learning experience.

I encourage anyone to try it provided they have a good safety attitude, are willing to listen to others and to prepare well in advance before going.

Here are 10 things I learned about going to a Wave Camp that I hope are helpful to you:

1. It is one tough thing to do: flying a Wave Camp in a SGS 1-26. I love preparing my 1-26 and I prepared it well in advance. I did considerable reading. I researched wave weather, footwear, and proper clothing. But I did not realize how hard it would be to deal with the severe turbulence you encounter in rotor while in a glider with light wing loading vs. a glider with heavier wing loading. The rotors are very violent on most days when the wave is most active. The better the wave day, the more severe the turbulence you will encounter. The only way for a beginner glider pilot to get near the Mount Michell primary wave in a low performance glider is to get a long, high tow. If you must get towed to the secondary wave, well that is further away. If you miss the wave, or lose it, you are probably out of gliding distance back to the 9A9 Shiflet airstrip. You must cross another mountain ridge to get back and it would be tight. There few good landing out options. One option is to get a low tow over a rotor and thermal up. A very, very skilled pilot may be able to do this, but it is physically grueling when you get tossed around repeatedly in rotor. Practicing on a Condor Flight Sim in a 1-26 with severe turbulence and 35 knot winds dialed in did help. But in reality it was worse than in Condor simulator practice.

2. You will get a lot of negative comments from the fancy glass glider pilots that you will need to disregard. I love my 1-26. It is simple. It is a great learning tool. All the SSA glider badges are set up to be done in a 1-26. It is a challenge. I was a bit apprehensive after I got there owing to the higher experience levels of the other pilots there. Most participants were current or retired airline pilots and senior class glider competitors with 18–20-meter glass ships. I learned to ignore the negative comments. The negative comments were abundant: Where did I plan to land out, as I likely would? How could I make it back from the top of Mount Michell in a 1-26? My 1-26 was something like flying a leaf and I would get blown all over. Where did I plan to land out? Why did I own a 1-26, implying there were better choices? Why did I put so much work and equipment in a 1-26? In the end I learned to disregard the negative comments. And I love my 1-26 even more! It is one tough little glider! It just does not have the speed to make penetration easy to the next wave. Penetration was a challenge. I did not happen land out, I did not have a landing incident, nor did I damage my glider. Every landing and takeoff from the Shiflet airstrip was a challenge, but my 1-26 got the job done landing in winds and rotors at the Shiflet without incident. Others did have problems.

3. Make sure every little item inside the cockpit is secured, no matter how small, or you will experience loose objects flying about you like a missile attack in your cockpit. I learned this on my first day after getting struck while in-flight. One senior pilot used a fishing vest in which he put survival gear, pens, paper notebooks, and a handheld zipped up in there so it could not fly around. Unfortunately, I only learned this after my first attempt to thermal over a rotor failed.

4. I learned a few tricks to deal with the turbulence while on tow through the primary and secondary rotors. Towing through rotor is tough for everyone, even those in the fancy glass gliders. But it is a huge challenge in a light wing loading 1-26 (3.59 lb. ft.). The Pawnee has a higher wing loading (15.9 lb. ft.) so the Pawnee pilot will take you through turbulence that will be much worse for you in a 1-26. The Pawnee, and most glass ships have a higher wing loading, so they will get a much better ride through rotor. The 1-26 experience more like being trapped in a Maytag washing machine going up and down violently. I learned three things that really worked on tow in the rotors: One, keep your knees against the interior fuselage sides so you have more room to throw the stick instantly from side to side. Second, keep your hand on the dive brake handle of a 1-26D to instantly respond to needed corrections. Finally, you need to use the stick and dive brakes along with rudder to yaw instantly and all at the same time to remain behind the tow plane.

5. You need a microphone jack to talk through your high-altitude oxygen mask. I realized too late that it would be hard to talk through my O2 mask. I did not have a microphone jack in the dash to plug the electret mic into. I modified my oxygen mask to be able to talk through a vent. But it did not work well. I had to worry about the boom mic being right at the vent of the mask.

6. Carry and drink plenty of water in a large Camelback so you stay mentally alert. I brought both a large and a small Camelback for water. I filled up and used most of the larger one during one flight. This is stressful flying. You need to stay alert, and hydration helps you to stay alert.

7. Wear the best sunblock and use lip cream or you will get skin and lip burn. Early on I forgot my sunblock and did not use lip cream. Both my face and lips got burned. UV rays can cause cancer. It gets worse with altitude, so do protect yourself. Put it on your pre-flight check list.

8. Make a preflight check list before you get in the glider and a shorter one after you get in before takeoff. There plenty of extra things to remember in wave flying. You have a lot of extra gear to install and switch activate like O2 bottles, logger and backup loggers, O2 monitors, Unicom frequencies, inflight communication and Center to punch in. Batteries will need to be recharged and bring extra batteries for your Mountain High EDS etc. It can be overwhelming. Make and use two checklists.

9. Urine relief handling is a challenge. Your pee tube will very likely freeze and block up. Put a Y in it so you can blow it out. Using a small leg catheter bag that may keep warm does not always work and the small size may be a problem. All that Camelback water must go out somewhere. (Also, make sure you completely release the pressure quick release valve on your fitted catheter before you ride in another glider with it on and locked! The organ you save may be your own!).

10. Read the Dancing with the Wind Book by Jean-Marie Clement Chapters 12 and 13. Also watch the Mountain High EDS instructional videos about its use. The MH EDS has a N setting and experts say to purge yourself with large doses of O2 for 30 minutes before flight. If you don't, you can get nitrogen bubbles in your blood (i.e., the bends), that can cause severe medical problems and loss of cognitive decision-making skills. Don't put your EDS on 5 or 10 to have it click in at only 10,000 feet altitude in the secondary and you get sucked up at 2000 FPM to 26,000 feet altitude in 8 minutes and are not purged. Also make sure you can monitor the O2 bottle pressure. You should never run the bottle down to below 300 psi where the EDS will not work. Operating below 500 psi should also be avoided. Small backup bottles should be carried. Aerox Oxygen Systems makes several small bottles.

Wave Flying Experience Conclusions:

My gliding skills have increased greatly. The N.C. Wave Camp was one of the hardest while simultaneously rewarding things to do both physically and psychologically. I encourage anyone to try it provided they have a good safety attitude, are willing to listen to others and to prepare well in advance and learn before going. I will go again. I hope other 1-26ers will also go with me. Thanks to Jason and Sarah Arnold for putting this on.





1-26 Championships 2022



Chilhowee Gliderport, Benton, Tennessee May 5-12, 2022

Overall results after Day 3

#	CN	Pilot	Total
1.	216	Curt Lewis	2381
2.	401	JimBob Slocum	2241
3.	225	Sarah Arnold	2171
4.	039	Jeff Daye	2041
5.	440	Team: Du Plessis & Sitarz	1999
6.	564	Jason Arnold	1876
7.	019	Glen Tomlinson	1809
8.	686	Paga Grellet-Aumont	1782
9.	008	Team: Johnson & Leal	1756
10.	680	Ron Schwartz	1686
11.	186	Ed Pickens	1463
12.	021	Chip Haskell	1287
13.	057	Cal Tax	1267
14.	097	Cathy Williams	1200
15.	634	Lance Grace	936
16.	575	Milt Moos	861
17.	005	James Angelou	732
18.	400	Kristin Farry	730
19.	242	Team: Lohre & Statkus	686
20.	157	Judith Galbraith	642
21.	543	Paul Agnew	606
22.	417	Glenn McGovern	233
23.	673	Team: Butler & Cook	131

Scored by Thomas A. Pressley



2022 1-26 Champions - Curt Lewis in 216 with Vicky (top)
(Valerie Thal-Slocum photo)



JimBob Slocum flying his #401 (above), took on the weather and came in a close second. Sarah Arnold (right), in Dan Nezgoda's #225 just after that in third.

(Valerie Thal-Slocum photo above)





Daniel (crew), and Dan Nezgoda (Competition Director), pose holding the 2021 1-26 Per Ardua Award (left)

Congratulations and Thanks!

Paul and Quinn Agnew proudly hold the 1-26 Ambassador Award (below)

Photo credits - Valerie Thal-Slocum and Editor

Essential thanks go to all our 1-26 crews and volunteers, such as Len Morgan (below Left), along with the indispensible and talented tow pilots, Sarah and Jason Arnold, and Walter Striedieke!









Steve Statkus writes about his #242 at the 2022 1-26 Championships

I became a glider pilot after I saw my first 1-26. It was love at first sight. But, being a power pilot, there were some hoops to jump through before I could climb into the cockpit of the club's 1-26. And before that happened, the club's 1-26 was totaled. So, I had this urge, and the simplest solution was to buy my own. S/N 409, a 1-26D was for sale in Canada and quick as you can say "Bob's your uncle" I was heading north with the club's trailer in tow. After a quick recover job and registration, 409 became known to the FAA as N126TU. I was given a cockpit checkout by a club instructor who had 1-26 time in his logbook and the love affair blossomed.

Fast forward a couple of years and S/N 242 a 1-26C, was just finishing her restoration and spring was in the air. I was still smitten with that round tailed beauty and thought the rest of the glider world ought to share my infatuation with this lovely crimson and grey sky dancer.

My son in law is an artist and he sketched the "1-26's rule!" A local graffiti artist brought the idea to life. Soon we were assembling 242 only to realize that only people who would see this statement would be pilots below me in a thermal, which does not happen often. That spring Mother Nature brought sled rides instead of thermals. My log book has a whole page of 15- minute flights and I was beginning to sour on the relationship.

It so happens, I was reading the novel Don Quixote at that time and feeling more kinship with the Spaniard than the round tailed beauty who seemed to be taking me for short rides, at not an insignificant cost. And then I got to the point in the novel where the Spaniard falls in love with the prostitute, Dulcinea. BING! The light bulb came on. And so did the name on her nose.

Dulcinea continues to tug at my heart strings after 10 years, and she's not changed a bit. But now I think of her as the Tattooed Hooker and every time I go to Wall Mart I get new ideas.

2022 1-26 Championship at Chilhowee - A 'First Contest' Story

Becky Kinder

It was my first glider contest ever, and I planned to crew for my WSPA Scholarship Mentor, Kristin Farry, whom I'd never met. It was Day 6 and weather hadn't been very cooperative. In the early morning quiet there were two gliders being assembled, so we offered to lend a hand. Ron Schwartz brought us into assembling his #680 with clear instruction. It was the first sip from the fire hose. Chilhowee Gliderport has a considerable grass runway surrounded by a sod farm. It's just East of a ridge so covered in trees that one can only assume they're rooted in dirt. Three towplanes launched 23 gliders—and several relights (relaunches)—in approximately 50 minutes. (Sarah and Jason Arnold towed before competing!) I'm not sure how it happened, or when. Maybe seeing just how easily and well the 1-26 assembles, or maybe it was the undercurrent of excitement, or the familiar sense of self-awareness within a group of pilots...or the sight of gorgeous 1-26s on the grid under a brilliant blue sky...or watching them scratch their way into a successful contest day, or realizing that my heart skipped a beat as the towplane started on the final day, but somehow it happened: I'm hooked. I absolutely love 1-26s! Kristin had built a good case for these little planes before we'd arrived. It's common knowledge that they're inexpensive, easy to assemble and fun to fly. They provide good pilot protection and are easily repaired compared to the glass ships. She didn't mention how beautiful they are or a key component of the 1-26 Championship, that by flying the same model aircraft the contest really does emphasize the skill of the pilots. A 1-26 can "stay up in a sneeze", but with only a 23:1 glide ratio they don't usually travel far. Apparently, "If you don't land out in a 1-26, you're not trying hard enough." There's a saying that "The 1-26 Championship is really one big retrieve party". Well I participated in two retrieves, both well-prepared and executed, and injury free to both pilot and plane. Some say the 1-26 pilots are mellow about their contest, but I'm not sure that's true. These pilots came serious and prepared, but they also value their friendships. An undercurrent of excitement pervades even their laughter during an otherwise serious briefing. They focus intensely on the competition, but make time to include new members, greet guests, and visit. It was a privilege to be among these amazing people. Caesar Creek, see you in 2023!



Kristin Farry and her 1-26D #400

President's Column

Ridge Moreland

The 58th 1-26 Championships, held this year at Chilhowee, are now officially “in the books”. Lots of colorful 1-26s (25 on the grid daily!), new faces as competitors and crews, tows (55 on one day!), relights, retrieves, and great food catered onsite every other night. All to be repeated next year at Caesar Creek Soaring.

For those of you who interact with pilots-in-training who are under 18 years old, the 1-26 Association is seeking applications for four (4) \$1000 scholarships now being offered to qualified candidates. Go to our website for the specifics of qualifications and the application process.

If you need a fuselage or a wing for your 1-26 project, I will very shortly have three (3) bare fuselages and three (3) wings for sale at bargain prices. They are being donated by long

time 1-26 pilot/owner Bob Hurni in AZ, with ALL of the sale proceeds going directly to the 1-26 Foundation account, to further fund the scholarships noted above. I recently sold for him a semi damaged 1-26 and it's closed trailer, and ALL of those \$ went to the Foundation. Drop him an e-mail to thank HIM for personally supporting the future of our 1-26s.

Ridge



Bill Vickland - An Appreciation

Dan Ernst

Bill Vickland passed away peacefully on Friday April 1, 2022. I am but one person that knew Bill. And when you consider that his gliding career started sometime around 1968 when he and Joan started building #238, I knew him for only a short part of his long stint at the controls of his glider. He had probably been to 35 or so Championships when I first met him. That is a mind-blowing number and he added to that.



When I was first considering buying a 1-26 from fellow club members, Bill and another 1-26er named Bob Collier put the full court press on me. And Bill said, "If you buy this glider, I'll give you any help you need. You only have to join the 1-26 Association." He was true to his word and gave generously of his time, his expertise, and his stash of parts. Bill's garage was something truly special. It wasn't just that he had all the necessary tools (and knew how to use them) the place had history. His beloved 238 was rebuilt there several times and other 1-26s were repaired and rejuvenated. Maybe a 2-33, too, and in the end a Citabria. He didn't need speed dial to get K&L, he had the number in his head along with at least two credit card numbers complete with expiration dates and security codes. As generous as Bill was, he was a Depression baby. He never threw anything even remotely useful in the trash.

Bill was so much more than a 1-26 pilot. He was a mechanical engineer, developed rocket motors, quit General Dynamics and joined the Peace Corps and served in British Guiana and the South Pacific and even Russia for a while. He had a long association with Fred Cuny, another 1-26 pilot that changed the way humanitarian relief was conducted and they worked to bring relief to Sarajevo and were shelled for their efforts. He served in the DC Inspector General's office rooting out pockets of corruption. I heard many of these stories while sanding primer for what seemed like hours: "Nope. Keep sanding; the smoother the primer surfaces the shinier the finish coat will be." He was right; he had done it a few times.

When I first started in Bill's garage Joan was still alive. She would pop in occasionally with a comment on the day's news and she kept me fed because Bill would have worked right through lunch. One day he told me to wash out a mixing jar of primer. I asked where the utility room was. He said go do it in the kitchen sink. No, really? Yes. I went into the kitchen where Joan was reading a magazine at the table. She gave me the gimlet eye but didn't object. She was teasing the new guy. Retrieve stories are always fun and even more so when you hear them from the glider pilot and then from the retriever. One Champs Bill landed on a ranch where a family reunion was in progress. There was a generous supply of food and beer, and Bill partook heartily of both and played in the family ping pong tournament. Joan, on the other hand, suffered a flat tire on the trailer, got lost and arrived at almost midnight to pick up her tipsy husband. Needless to say she didn't look back on it as fondly as he did. When Marie and I were out with them and he told a retrieve story, she would listen all the way to the end and then say, "Yeah, Yeah, here's what really happened."

I paid \$8,000 for my glider. But it was a way to get to know the Vicklands and no one could ever put a price on that. Now the beloved duo is gone. They were good people who lived full lives.

ALWAYS FLY THE AIRCRAFT (or, WHAT COULD HAVE PREVENTED THIS)

Charles T. Cook

SGS 1-26A #153 is a 1962 model that had been stored for approximately 35 years before my partner and I purchased it in 2010. Since that time, it has been kept in an open hanger and flown on a regular basis. On July 21, 2021, I launched for a fun flight. On tow at around 200 feet, I heard a loud bang that sounded like a shotgun blast. It was loud enough to be heard by those on the ground at the other end of the runway. The ship yawed to the left. My first impression was that it was a bird strike. The real culprit was the loss of fabric on the left wing. Since #153 was flying normally, I released at 300 to 400 feet and did a turn to the left to return to the field. Although handling was not a problem except for a slight yaw, I added fifteen miles per hour to my approach speed. There was no way of knowing what the effect on stall speed would be. Landing was not a problem.

The photo shows what we found upon exiting the aircraft. The trailing edge fabric from the fuselage to the aileron was torn free. Fourteen inches both top and bottom was only connected at one point next to the aileron. Twenty-two square feet of fabric flapping in the wind was the reason for the yaw. All in all, it was almost a non-event. The moral is to ALWAYS FLY THE AIRCRAFT, no matter what happens.



Now the rest of the story. Once we started the repairs, evidence of mice getting in the wing was evident. It appeared to us that the fabric had been weakened. The logbooks indicated that any fabric recovering had last been done in 1973. Annual inspections and pre-flights had not found any problems. The intended repair has since turned into a complete recover. As we began removing the fabric numerous problems have been found. Fabric and tape were way too easy to remove. I don't know if it was age, improper application, or both that created the problems. Could a better pre-flight or a more complete annual have found the problems? We will never know. This is something that other 1-26 owners might want to think about.

FLY SAFE!



'I Recall' — John Walker reminisces about a contest



In 1995, we had the 1-26 contest at Moriarty, NM. I put these notes in one of our newsletters that we published the month after the contest. Some old farts who were there might remember - it was wild and wooly.

When Moriarty was selected as the contest site, many wanted it to be in July - but I insisted on June. July is typically monsoon season here, and I did not want a 2-day contest.

But the 1-26 curse prevailed and aggressive weather came a week early. A couple fellows from Alabama left after one day. We guessed they were antsy about microbursts close to the field or rough 15 knot thermals to 17,999 feet. Maybe it was having to land at higher speeds than they were used to.

The first day, some (including me) had restarts as the observers couldn't read numbers 12,000 feet above the field. (before GPS and Data Logger days). On my 2nd start, I had to rack 599 into a steep turn to avoid a microburst. Flying to the southeast turnpoint at 14,000 ft, two FB-111s passed me a mile away. I saw them return and circle where I was. But I was 3,000 ft higher.

Farther on my way to the turnpoint, both my varios were pegged up (one went to 1,500 fpm). And I was flying very nose down at 110 mph indicated with dive breaks / spoilers full open. The varios started coming down before I reached 18,000 - phew!

Cruising along at 85 mph at zero lift, I saw the town that was my turnpoint between two microbursts. Like an idiot, I headed straight between. Then God intervened. A lightning bolt struck less than a quarter of a mile dead off my nose. I racked the 1-26 into a right turn and approached from the south. By the time I got there, the two microbursts had coalesced into a huge macro-microburst.

I made a glass smooth final glide to the 2nd turnpoint to land in a field. That field was on a ranch. I did not see the cows before I landed, but they saw me and got curious. I tried shooing them away, but they weren't having any of it. Fortunately, the rancher showed up in his pickup just then and got them diverted.



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