



**The 1-26 Association Newsletter**  
**4Q2022**





*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.

December 2022

It is late fall; almost winter. Most clubs have called it a season and we can all either dream of soaring, study our books and manuals, practice on our flight simulators, or read another 1-26 Association Newsletter. Thanks for some fine contributions. We have three stories here of 1-26 owners and the travails they went through to bring another 1-26 back to flight status. The SSA Convention is coming up soon on February 23, 24, and 25<sup>th</sup> (21<sup>st</sup> and 22<sup>nd</sup> for instructors, too). Book your tickets through the SSA site and we hope to see you there. Keep K&L Soaring in Cayuta NY in mind as they have long been a core go-to facility for Schweizer glider parts, plans, and repairs or restorations. And we will soon send out a survey to our members about their thoughts and preferences on the 1-26 Association Newsletter. Please send in your 1-26 story write ups and high resolution pictures to keep the Newsletter live and relevant for all members. Wishing all of you, your families and friends, too, a very Happy Holiday season and all the best for a Happy New Year!

Paul Esser—Editor

*Cover: 1-26E #564 Jason Arnold, Chilhowee, TN (Steve Vihlen photo)*

*Center Spread: John Wahl's retractable gear modified 1-26C #226*

*Back Cover: 1-26E #541 by Charles Simien in Alamogordo, NM*

*Below: Vintage Winter 1974 Newsletter art by Char Detwiler*



## Journey of Blue Jay — by Becky Kinder

Published from ***Airworthy***, the Newsletter of the Black Forest Soaring Society, December 2022

"Blue Jay," a Schweizer 1-26E designated N17912, has come full circle, returning to its nest among the other BFSS gliders here at Kelly Air Park. The club owned the plane for many years but eventually it became a hangar queen and was sold. Darryl Hickey purchased it in 2016 and flew it out of Meadow Lake Airport. An accomplished distance flyer, he kept it hangered, invested in good avionics, a Mountain High oxygen system, and an excellent radio setup. Once word spread that we were interested in a 1-26, Dave Rolley called Blue Jay to our attention. When we asked Doug Curry if he knew of a good 1-26 for sale, he also immediately mentioned Blue Jay. He put us in touch with Nick Bergren, Darryl Hickey's nephew and executor of his estate. Meeting Nick gave us a real sense of the history of this aircraft. Nick is a ASEL pilot and clearly treasured his uncle (who by all accounts was quite a character). Nick remembers his only glider flight with Darryl, which launched from the old Black Forest glider-port. Working with him is a joy, particularly because he appreciates the history of BFSS and our sport. We agree that a good home for

N17912 matters. Apparently, the club acquired her from the old Black Forest. She was built in 1972. Based on the logbooks, it looks as if the first owner (long-time Colorado Soaring Association member Don Derry –Ed.) sold it in 1983 and it then went through a few owners before BFSS bought it. The first familiar signature in the logbook is from an A&P, Alice Palmer, who replaced the brake linings in 1989. In the '90s the club apparently leveraged the ship for a time. The paperwork was signed by John Goodlette—Alice Palmer's father. In the late '90s an IA named Doug Curry began inspecting the aircraft most of the time. Jon Stark tells me he flew it a long time ago. I heard a rumor that Quay Snyder has flown it. We'd love to know who else has time in our "new" toy!

Last weekend the clubhouse was full. Everybody took an interest in our 1-26, and we really hoped to fly the plane. Unfortunately, despite credible reassurances from a now anonymous source, we had a problem. Blue Jay is out of registration. It couldn't be helped. Darryl passed away on August third. Nick didn't learn of his death until weeks later, after the registration had expired. Although we have sent in the paperwork/email, the FARs are pretty specific.

There's an order to the registration process and deviations appear to be frowned upon. We're checking options to see if we can get it registered faster than the predicted six months from now. However, until it's registered legally, Blue Jay will only be flying in our dreams.

**Stay Tuned!**





## #226 a “What If” Story—By John Wahl

### The 1-26 X2 Mystery ship: ‘Retractable Gear!’

This story starts with the Disney feature “The Boy Who Flew with Condors” when I first watched it back in 1967. That film fueled my desire to learn how to soar and have a 1-26. Though I did finally learn to soar, it wasn’t until 2016 when the dream of finally having a 1-26C came true once I found a 1-26C serial number 226 for sale. I was unable to travel to do a pre-buy inspection, so I wrote to the seller and made inquiries about the glider. He supplied photos and information on its current condition and said there was no documented damage history in the books. Based on the description, it sounded like the glider would only require some clean up, though I’m sure there would be some “surprise” repairs from not doing the pre-buy inspection. After a week of negotiations, I made an acceptable offer for the glider and on a spare trailer. I took a challenging trek to Texas and was lucky getting the 1-26 back to New Mexico on a flimsy trailer. I was able to do a thorough inspection now that the glider was home. It was disgusting to find multiple undocumented repairs and foreign material growing in the fuselage. There were loose finishing tapes on the vertical stabilizer that I noticed in the photos and addressed them during the pre-buy questioning. The seller’s response was, “the tapes just need to be glued back into place.” As it turned out, the individual that did the fabric covering in 1988 used a process incorporating the Stits and the Stewarts System. The glider was then painted with enamel. Because of the incompatible mix of materials, the tapes were separated from the fabric surface along with several layers of paint. The glider would need a complete restoration before it could be flown again. I have been restoring gliders since 2010 so I’m still a newbie. The techniques taught to me have been in repairing glass gliders, and though it wasn’t my intent to start a new restoration it looked like it was time to learn the old school methods to repair and refinish a venerable Schweizer 1-26.

I was able to extensively review the logbooks and discovered an interesting history. In 1965 #226 origins

started in California as a 1-26A kit. During the build, soaring great Fred Harris of Holiday Soaring School in Tehachapi aided the first owners with the build conversion to a 1-26C. After soaring the skies of California, in 1969 John and Carl Ekdahl bought #226 and brought her to Moriarty NM where she enjoyed many flights. One of the most memorable flights documented by Carl was a 508km flight from Moriarty NM to Hooker Oklahoma. In 1979 #226 was handed off to Rhonda Ekdahl and she flew it with her husband Carl for another 6 years. From then on the logbook entries look to be incomplete. In 1985 Rhonda sold #226. A couple of pilots flew #226 for two years, then sold it to a glider club in Texas. In 2010 #226 left the club’s fleet. It was disassembled and sat for six years in a hangar at the airport.

This project was not something I wanted to quickly jump into. I knew it would require some planning; so I covered the 1-26 and the trailer with a tarp. Within a month under the harsh New Mexico sun the tarp started to break down. I knew I needed to get the glider out from under the elements sooner than planned and I would need an enclosed trailer to store the fuselage, wings, and components during the restoration. So, the project started sooner than I wanted.

In April of 2016 I started with the trailer build. Based on my work schedule, I knew the trailer fabrication could take several months to complete. During the time I was unable to work on the trailer, I went searching the internet for sources of any information on how to restore a 1-26. The web was unusually





## #226 a “What If” Story (cont.)

quiet on that subject, and, though I did receive contact suggestions, I was unsuccessful in receiving any replies.

The summer monsoons were heavy and made it difficult to work outside on the trailer; so I started with stripping the fabric off the glider. One evening, my wife walked into the garage, noticed the fabric free fuselage frame and said, “when did you buy a Bell 47?”, I laughed and then looked at the glider frame and said, “what if?”.

I recalled having a “what if” conversation with a friend of mine about improving the performance of a 1-26. He finally joked about making an all glass 1-26 kit, which ended the talk. When I went back to that thought, I recall seeing and reading about a 1-23H that Sterling Starr built in 1965. He dramatically improved the performance by cleaning up the fuselage and extending the wingspan. This led me to thinking that I could do something similar with the 1-26 (minus the wing extensions).

One weekend, while at the airport, I made a comment about my ideas with the other pilots there. I became the brunt of one joke after another, but the comment I heard the most was: “why do you want to do that? It would be like putting lipstick on a pig!”

The criticism of my project fueled my determination to continue down that rabbit hole into the dark realm of “What if?”

I spoke with my A&P, IA and mentor Robert Mudd about my 1-26 plans. He was intrigued with my ideas and was interested in seeing my execution of the redesign. Robert told me, “Before you start any modifications, you need to discuss the design changes with our local FAA Designated Airworthiness Representative.”

I created a list of 1-26 modifications which included a retractable main gear, replacing the nose skid with a faired-in wheel, replacing the release hook, use of a pushrod for the elevator, a redesigned cockpit, and sealed control surfaces. I contacted our local DAR, and he approved the modification for the 1-26 in the EXPERIMENTAL category.

The enclosed trailer fabrication took 12 months to complete, and it’s a behemoth! After moving the wings into the trailer, I now had the room in the garage to start the modification work on the fuselage.

Just prior to my start on the fuselage cleanup and repairs, I finally heard from the 1-26 Association. The representative suggested using their two guides on how to care and restore a 1-26. Also, K&L Soaring replied when it came time to start ordering parts.

Several years earlier I had started a Facebook page on my restoration projects. I periodically posted progress reports on the 1-26, but when I started posting the work on the fuselage and the retractable landing gear, that’s when I found life in the 1-26 community. Unfortunately for the 1-26’ers my project was too far along to roll back my heretical plans. Soon messages about my posts started to come in, and the most common remark made was, “you’re just putting lipstick on a pig.”

The first build phase on the list was the landing gear design. The main gear assembly was constructed with steel tubing and salvage parts. The main wheel incorporated a drum style braking hub. After that was completed, the next step was to clean up the fuselage belly structure. A belly fairing was suggested, so a fiberglass fairing was constructed, mounted and blended into the fuselage sides.

The next phase was the cockpit. The design started with a typical cockpit tub with side arm and an inflight





## #226 a “What If” Story (cont.)

adjustable seat back. I designed and fabricated new controls. These controls were a curved stick, a new spring-loaded trim system, a side handle to open the spoilers, landing gear retract handle, and inflight adjustable rudder pedals salvaged from a Diamond DA20. This had the FB lurkers scratching their heads. I believe what really created an “outrage” was when I posted photos of a left side opening canopy frame, and the TOST release in the chin. As I completed each modification to the airframe, Robert needed to inspect the work. These inspections are mandatory before I was allowed to move on to the next phase.

When the cockpit was finally assembled with all the desired modifications, I felt a satisfaction on having the ability to adjust the pedals and seat back so everything was in reach.

My next goal was to find a way to clean up the gaps in the tail feathers. The elevator gap was tricky to address. Since the elevator is in two halves, it would require a major design change to address the large gap between the horizontal and the elevator, something I was just not willing to do at this time. As for the vertical, I was able to remove the gap by replacing the simple two-piece steel hinges with Aurora Heim-style bearings and a faired leading edge on the rudder.

Now that the fuselage and tail feathers structures were finished and ready to paint and cover, Robert inspected the final work; and once again I was good to go.

I chose the Stewart System over the Polyfiber (aka Stits), primarily due to the more friendly process and non-harmful chemicals. The covering system and paint process both have an STC that must be followed to the letter. Stewart paint and adhesives are water based and did require some practice to get over that learning curve. But overall I really enjoyed this covering process. It was fun!

Now that the fuselage and tail feathers structures were painted, I was ready to do the fabric covering. I emailed K&L requesting information needed to properly cover the glider. They really came thru by supplying me the covering schedule drawings for the 1-26C.

As images of the covered fuselage were posted on Facebook, I

began receiving inquiries on how I was going to paint the 1-26? After pondering over distinct color schemes I chose the colors of the RC and EC-135's that fly out of Offutt AFB. These USAF colors lend themselves well to the 1-26 profile. I sent the Federal Standard numbers and a set of color chips to Stewart System to provide them with the correct color match.

The covering of the fuselage started in the spring of 2019, but it wasn't until the winter of 2020 that the fuselage was finally finished and in her new color scheme. The winter was colder sooner than normal and prevented me from doing any work in the garage. When spring arrived #226 was given nose art and a proper christening. She is now called Trixie!

I was able to move the fuselage into the trailer and bring the first wing into the garage. When I started the cleanup I could not believe the multiple layers of paint, boat fiberglass and polyester resin bonded to the skins. When the other wing was brought in to be cleaned up it was just as bad. After the wings were cleaned, inspected, and old repairs addressed, the surface was finally prepped for painting.

The year is now 2022. The bulk of the restoration on #226 was now completed. I have been working on this project for six years and it was time to get back with our DAR to start the Special Airworthiness Certificate paperwork. The last weekend in May, #226 was put into the new enclosed trailer and taken to the airport. Robert was able to secure a spot in a hangar for us to use. This was the first time #226 was assembled since 2010. We spent another two days adjusting the control surfaces, addressing loose ends, and then finally completing the weights and balance. The DAR arrived and started his inspection and when he was finished, he commented on the quality of the work that went into this glider. Before signing off on the certificate, he discussed the flight test phases, and then just like that, #226 was awarded a Special Airworthiness Certificate.

Our first flight test was with an auto tow. Robert had concern about the elevator responsiveness since my design replaced the elevator cables with a pushrod and bell cranks. The crow hop tests were successful and we were ready to do an aero tow.



## #226 a “What If” Story (cont.)

Robert wanted to do the first aero tow tests in calm conditions. After several weekends of monsoon rains, we finally had a Saturday where the conditions were favorable. We rolled #226 out on the ramp with a few club members looking on. Robert climbed in and buckled up, completed the takeoff checklist, and off he went. Robert took a 3000' high tow to run through the maneuvering tests. After his release, the main gear retracted and #226 flew without the drag of a main wheel for the first time. After he completed his test, Robert found a weak thermal near the airport and did a few circles which extended his loiter time. Then he returned #226 smoothly on the runway and rolled to a stop near where the flight originated. His flight lasted 50 minutes in very weak conditions.

Robert was satisfied with the glider's performance and gave me the green light to continue with the flight tests on my own.

My first flight was different in many ways. I have never flown a 1-26; so I wasn't sure what to expect. I was a bit nervous since this was a new experience for me flying something that I heavily customized and restored. My takeoff roll went well and climbed just above the runway tracking behind the tow plane. When the tow plane lifted off the runway, I got hit with a wind gust on the left side that had me swinging to the right sharply, when I applied left rudder and left aileron to correct, I wasn't expecting such a quick response. I over corrected and started a quick fishtail swing. As I arrested the fishtailing and settled in behind

the tow plane, I was not aware the tow pilot was poised to cut me loose. Since I had quickly corrected my issue on tow we continued the high tow without further incidences. I had no problem staying behind the tow plane and released at 3000' AGL. Once off tow I retracted the gear and performed the phase 1 test maneuvers. I was amazed on how quiet the glider was after the gear went up. The only sound was some wind noise behind the wings. When I had the stick trimmed for level flight I could not believe how slow I was flying. #226 loves to fly at 37 knots indicated.

After completing my tests, I turned toward the airport and entered the downwind pattern with plenty of altitude to spare. While on the downwind, at an altitude of 1200' AGL, I went thru my landing check list, which included “Gear Down and Locked”. I kept my speed at 50 knots and entered a high approach on final. My approach and landing speed were higher than I wanted, but I kept the spoilers opened ½ way. I flared over the touchdown zone bars, and she soon settled smoothly on the runway. I rolled off at the intersection and stopped clear of the hold line. Even though my first flight was only 20 minutes it made me long for the next one.

I now question if this is still a 1-26 in the same sense of performance and controls? Only an experienced 1-26 pilot can answer that question. I plan to have those pilots flying #226 next spring and get their opinion.

My takeaway from this experience is: never leave John alone with a project unsupervised. Looking on the bright side, the fleet of airworthy 1-26's in the US has just increased by one-ish.

I would like to thank Robert Mudd, Wick Wilkinson and Tony Condon for offering me information and instructions that helped with this project.

**John Wahl preps for test  
flight in his restored #226**













# The Saga of #541—By Charles Simien

This Schweizer 1-26 E Model Serial Number 541 was final assembled in November of 1972. Its original Airworthiness Certificate was issued on November 10, 1972, signed by Stanley P. Hinds, FAA Representative. It then was conveyed to the Great Western Sailplane Corporation by Paul Schweizer. Since that time it has had many owners and traveled all around the western part of the United States. Both noted and ordinary people have flown her with many adventures and misadventures. Perhaps some of you may be from California and seen it fly, or have even flown it.

The first owners were Henry and Martha Erwin of Palmdale, California. It sold for \$ 4129.92. The loan on the glider was through the Security Pacific National Bank. The Erwins installed an oxygen system, perhaps to be ready for contests. Its early years were spent in California. After the Erwins, it was passed around from owner to owner for a number of years. It flew in southern, middle and northern California while perhaps winning contests and providing a load of fun for pilots.

The next owners were Henry and Jane Jackson in 1982. They subsequently had the ailerons, horizontal stabilizer and rudder recovered. Apparently there was some damage sustained by 541, and repairs to the right wing, as well as to damaged area on the belly of the airframe, were all completed.

Then 541 moved East to Arizona, being purchased by William and Helen Ott in Brisby, Arizona, a town located about 92 miles southeast of Tucson and

below Tombstone. It spent another number of years in Arizona flying with many happy pilots. William and Helen went into partnership with Glenn and Betty Boyer. Glenn G. Boyer, LTC, USAF along with being a glider pilot was also a provocative author who published three books and a number of articles about Wyatt Earp. Boyer's findings on Wyatt Earp were controversial and disputes were hot and heavy. Before he died, Mr. Boyer sold his share of #541 to Henry and Jane Jackson out of Phoenix Arizona. Of course, during all these moves and flying many hours, the 1-26 managed to incur various dings and scrapes, which were duly repaired and, with careful work, it survived these indignities with its looks very well maintained.

Then in 1986 it migrated further east to Odessa Texas, purchased by Kenneth Batch, commercial Glider. He operated SOAR Inc, the for-profit soaring operation there in Odessa which is no longer in operation. 541 changed hands again in 1987 to James Hern of Gardendale, Texas, a very small town located close to Midland, TX. Then in 1988, 541 was purchased by Stacy A. Kruer of Midland, Texas. Not long after this is the point when it gets bought and moved to El Paso by John MacGuire a local businessman in El Paso area, who was a passionate pilot. His interests in farming and ranching led him to buy properties in Fabens, Tucson and even Chihuahua, Mexico, which in turn prompted his lifelong passion for airplanes. He took up flying his own plane, an Aeronca K, in 1945, to get to those

## The Saga of #541 (cont.)

properties. In 1989, MacGuire also started the War Eagle Air Museum in Santa Teresa to display planes from World War II, the Korean War and the Vietnam era that he bought and fixed up. The War Eagles Air Museum is located at the Doña Ana County Airport at Santa Teresa, New Mexico, just across the Rio Grande River from El Paso, Texas. It remains a very nice museum with a strong volunteer contingent that keep the airplanes in very good shape. Fortunately, after Mr. MacGuire passed, 541 was acquired by members of the El Paso Soaring Society in a partnership of Hal Green, Carlo DeShouten, Mark Graham, and also adding Charles Haywood. Over time with changes, Hal Green ended up being the last pilot-owner flying 541. As more years passed, he got older and decided for safety's sake to stop flying. 541 went from residing in the El Paso Soaring Society's hanger to being disassembled and parked on the side of Hal's house where it remained gathering dust and fading under the strong El Paso sun for several years. Hal was one of those "rocket scientists" out at White Sands Missile Range. He was known to be cantankerous as well as fun to be around, ready with a joke and loved to fly.

One day in 2016, a fellow named Charles Simien decided to buy 541 from Hal. He began negotiations with Hal and of course Hal came out the winner. Money was exchanged and Charles found himself with a signed AC-Form 8050-1. He immediately put this form in the mail with the required funds to the FAA and eagerly awaited the receipt of his Registration Form. He got a letter from the FAA that said couldn't register this aircraft in his name because they needed the signature of Charles Haywood who was at this point dead. He talked to Hal about this situation and Hal provided a copy of Form 8050-1 that had the signature of Charles Haywood's wife who was the executor of his

estate and Hal assured him that this had been filed with the FAA. He immediately sent a copy of the copy to the FAA and they assured him that that document was not in the hands of the FAA and that they did not recognize a copy, signature must be original. I need to say here that Hal made it clear that he did not like this woman and wanted nothing more to do with her.

What to do? Hal is adamant that he sent it, the FAA is equally adamant that they did not have it. Meanwhile Charles is without aircraft certification. Charles thought that surely there was some relatives of the Haywoods living in El Paso area, So Charles went on the internet and looked for people with the last name of Haywood, pretty logical wouldn't you say? Heck, he found several and one was a sister or sister-in-law! Problem solved! Charles went to the address listed in North east El Paso, drove up to the house and found it uninhabited, no curtains, yard overgrown, driveway covered in sand and debris. That was a dead end, literally. Maybe the people living in her last known address may be kin to her. Over to that address he went, knocked on the door, and no answer. He went several more times getting the same result before — great! someone opened the door. So then, the big question, do you know a lady who lived here by the name of Alta Haywood? The answer was no, never heard of her. Another disappointment! And still no chance of getting the registration. Over the next year or so, Charles went to several homes of people with the last name of Haywood, sometimes even running into big dogs who objected to his being on the property. While doing this search Hal dies. This emphasized that receiving aircraft certification needed to be resolved.

Finally, Charles realized that he was totally ill equipped to find a missing person. His fruitless search made him



## The Saga of #541 (cont.)

decide to get a private investigator to look for his person. Looking on line for private investigators, he saw JJ Arms, Private Investigator. Well, OK some progress. So, Charles went to Mr. Arm's office and met with him. On walking into his office, Arms recognized Charles and they talked about old times. They laughed again about the time he brought three fake sticks of dynamite attached to an old-time alarm clock. That totally cleared out city hall and upset the mayor, which was an added bonus. Well anyway Charles briefed him about his predicament, and mentioned that he was poor. Mr. Arms immediately replied that since he had bought an aircraft, well of course he was poor. No matter what aircraft was bought, it was expensive, telling him that at one time he had an airplane and it cost him a lot of money. But, he agreed to take the case. After a while he sent me his report that stated that Mrs. Haywood was dead. There was absolutely no way to contact her and get her signature on the FAA form. Another dead end! So, off to the County Clerk's office he went to get an original copy of the official letter appointing Mrs. Haywood administrator of her husband's estate. They told Charles that those records were not public for 15 years after death. Another road block! So, he threw myself at the mercy of the County Clerk and explained that the letter was needed to get an aircraft registered in his name. Charles explained that all avenues were closed to him without this letter. Lo and behold, she relented and provided him with this letter. Some progress at last!

Now, because Alta Haywood and Hal Green were dead, he had no direct link to prior ownership of 541. What was he going to do? Well, Charles had papers concerning 541, a report that said the Alta Haywood was dead, and other various hand written notes. Then he got the idea to write

an affidavit to be presented to the FAA concerning the death of Alta Haywood, the death of Hal Green and other pertinent details. That was done and everything notarized packaged and sent to the FAA.

Several months later, he got a reply from the FAA assuring that they most certainly may well issue a Certificate if they would receive an original signed copy of a Form AC 8050 with Carlo DeShouten signature. Now, I know that I had seen his signature along with the other partners on the 8050, transferring ownership of 541 to Hal. Now Charles hadn't talked to Carlo, who was also in the El Paso Soaring Society since the last meeting where the corporation was dissolved. The remaining money of the corporation was transferred to the White Sands Soaring Association to help transition to that club and a donation to their foundation. Now, where was he? So, Charles called the last secretary of the club and got an address, and off he went to that address. He knocked, rang the doorbell no answer. A month later went again, same result. Was this guy dead, moved or what? Now Charles was real let down at this point. Would he never get this glider registered? Finally, he decided on one last try. He drove up to Northeast El Paso to what he thought was Carlo's address. When he got there, there was a guy loading a pickup with various items. He walked to the guy to ask him if he knew Carlo, and lo and behold it was Carlo! He told Carlo about his quest and Carlo assured him that he would sign the form, but Charles being somewhat depressed did not have the form with him. Carlo suggested that they meet for supper. You bring the form and I will sign it. A date was set and Charles was a happy soul! They met, Charles, Carlo and his wife talked about old times, flying gliders and had a good time. Carlo presented Charles with a book, signed the

## The Saga of #541 (cont.)

8050 and all was well in the world. Charles promptly mailed the form to the FAA and waited, a month, then two, three. Now Charles having somewhat of a sketchy past decided in January of 2022 to go on-line and see what information might be on the internet about him. So, he types in his name in the search box and up pops a notice that a Charles L. Simien of El Paso, Texas has been issued a Certificate for a Schweizer 1-26 E model. Son-of-a-Gun, it happened! And a couple of weeks later he got the Certificate in the mail. Now the only thing left to do was to tell his wife, who really does not like him flying now that he has a flyable aircraft. The very first issue was of "trust", and then the money and then many other

things. Things were looking bleak for a number of days. Fortunately, his wife accepted the "*fait accompli*" and they were able to move on, his wife even talked without getting angry about the fact that he had a glider and did not tell her. He was so lucky and happy that he has a great looking ship and a wife that still loves him. He is looking forward to the contest at Caesar Creek out in Ohio and trying to figure out how to get the God-awful amount of money it will take to get there. Preferably without his wife knowing.

**Proud owner, Charles Simien, and a fine looking 1-26E #541 fly from White Sands Soaring Association at Alamogordo-White Sands Regional Airport, New Mexico**





# President's Column

## Ridge Moreland

A short few weeks after members get to read this, your 1-26 Association staff will be at the SSA Convention at Reno, personally promoting our Association and our beloved 1-26s as affordable, FUN options to continue soaring without breaking the bank as an investment. Please come to the convention to learn much at the multitude of seminars. Help staff your Association's booth, and participate at the always sold out 1-26 Breakfast.

About a year ago, multi decade 1-26 owner/pilot Bob Hurni contacted me to offer up some of his 1-26 airframes along with parts for donation to the 1-26 Foundation. I've made two trips down to Phoenix this year to progressively bring all back to Moriarty, NM for resale of the parts. The below photo of Bob and me was taken this summer after we loaded up three bare fuselages in my 8 foot truckbed, plus a myriad of varied parts. Max thanks to Bob for *his* idea to donate all to the Foundation for scholarship funding.

-Ridge



Above is another 'Ridge' refurbishment: making #212, a 1-26B, airworthy again.







## Visiting K&L Soaring in Cayuta New York (Editor)

Les Schweizer was out of the country; so, I missed meeting him. Kyle welcomed me in to see their extensive Schweizer glider repair shop. He and Les oversee the 12,000

square foot facility with about eight employees. As many who have worked with K&L over the years know, this is a thoroughly professional and self-sustaining repair and parts facility. Since 2011 they are an FAA

approved repair station for all Schweizer Sailplanes and have FAA PMA for all the Schweizer Sailplane & Motorglider parts and assemblies. Kyle showed me through the shop where about half of the work

being done is refurbishing 2-33 trainers for the Canadian Air Cadet Corps. There is large booth spaces for media blasting, painting, welding, bending presses, molding presses and countless

tools. K&L use the proprietary water based Stewart system for covering and painting. All documentation, plans and parts are all readily at hand and there's a sense of order about the whole operation. Thank you, K&L!





## 1-26 Association 4Q2022

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