



The 1-26 Association Newsletter

1Q2023



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 2023

Welcome to Spring 2023! Inside we toast our 1-26 Sweepstakes champs of 2022 along with so many thanks to Sheriff Jay for his work and support. We take a look back on the recent SSA Reno convention, and also look at 1-26 paper models by Fiddlers Green, too! Steve Barry offers his earned insights on crewing that are spot on regarding what it takes to plan, prepare and execute a cross country task with STAR support. We look forward to seeing as many members and crews who will make the trek to Caesar Creek near Cincinnati, Ohio this 3rd through 11th of May 2023. Thanks go out to John Wahl for bringing his restored #226 to Reno (see the 4Q2022 issue for his write up), and to all those who came by and those who helped out at the 1-26 Association booth. It was a welcome return after too long a break. Heartfelt thanks to all those who helped prepare and joined in presenting the Per Ardua Award to this editor. I will make every effort to work with the members and our supporters in Soaring to make the Newsletter a better medium to advocate for all things Schweizer SGS 1-26 and soaring flight.

Paul Esser—Editor

Cover: 1-26 Champs 2018 grid at Caesar Creek by Ridge Moreland

Center Spread: Bob Spielman flies 1-26D in Reno area wave in 2004

Back Cover: Bob Spielman again in Reno area flying 1-26D in 2007

Below: Soaring Society of America Convention logo—Reno 2023



2022 1-26 Sweepstakes Results—Reported by Sheriff Jay MacDaniel

As we got back to flying our 1-26s after two crazy years, I had hoped we would show a huge surge in Sweeps flights, but it wasn't to be. With only 12 pilots entering a total of 65 flights it was a slow Sweeps year. I was disappointed that there was only 1 Bronze pilot this year, but what a showing he made! Check out all of the numbers below.

Garry Dickson and **Jim Neff** kept their First and Second place standings in the Diamond Class Western Division for the third year in a row. **Andrew Askwith** flew even longer in 2022 than in 2021 and was the only Diamond entry in the Central Division. **Ron Schwarz** added another Diamond Class Eastern Division first place finish with an impressive 1,107.96 miles in 2022 and his total was again the best of 2022 in all divisions.

Diamond West			
Pilot	Best 6 Total	# Flights	Longest
#1 Garry Dickson	698.55 SM	4	304.14 SM
#2 Jim Neff	684.85 SM	4	209.64 SM

Diamond Central			
Pilot	Best 6 Total	# Flights	Longest
#1 Andrew Askwith	529.33 SM	9	126.01 SM

Diamond East			
Pilot	Best 6 Total	# Flights	Longest
#1 Ron Schwartz	1,107.96 SM	12	304.37 SM

Lane Decker took first in the Western Division in Gold Class. **Steve Barry** made a great showing in second place after moving up from the Silver Class. **Lance Grace** was first as the only participant in Central Division. **Steve Beer** won the Eastern Division for the fourth time as the only participant.

Gold West			
Pilot	Best 6 Total	# Flights	Longest
#1 Lane Decker	656.79 SM	4	285.20 SM
#2 Steve Barry	572.77 SM	6	201.90 SM

Gold Central			
Pilot	Best 6 Total	# Flights	Longest
#1 Lance Grace	218.51 SM	4	72.59 SM

Gold East			
Pilot	Best 6 Total	# Flights	Longest
#1 Steve Beer	670.88 SM	3	244.08 SM

In Silver Class, first place in Central Division was taken by **Dan Bryan** as the only participant. In the Eastern Division **Jeff Daye** moved up to first place and **James Murray** took second.

Silver Central			
Pilot	Best 6 Total	# Flights	Longest
#1 Dan Bryan	48.55 SM	1	48.55 SM

Silver East			
Pilot	Best 6 Total	# Flights	Longest
#1 Jeff Daye	243.49 SM	6	51.46 SM
#2 James Murray	109.57 SM	2	56.56 SM

The only entry in the Bronze Class for 2022 was **Glen Tomlinson's** impressive score of 515.18 miles. He will be the pilot to watch next year as his score beat all of the Silver Class entries!

Bronze Central			
Pilot	Best 6 Total	# Flights	Longest
#1 Glen Tomlinson	515.18 SM	10	152.96

I'm looking forward to many flights this next year especially after seeing some of the newly renovated machines that will be on the line. Be sure to enter each and every flight in the Sweeps just before you enter them on OLC. As I do each year, I want to encourage as many members as possible to mentor an up-and-coming 1-26 pilot and get them to flood me with Sweepstakes flights!

Thanks to all who entered flights this year. Let's look forward to a safe and fun 2023 in our 1-26's!

-Sheriff Jay



Would you like to crew for me?



Preparing a Crew for a Cross Country Soaring Trip

Steve Barry #260

Cross Country Soaring is a terrific activity made best as possible only by having a crew. Your crew is incredibly important! Here are some things to think about as you get ready for your next great adventure.

Your crew is a trusted asset. They will help you assemble in the morning, launch you, then follow you for hours on end until you land. Hopefully they will find you in short order and then help you

disassemble. They do all of this just so you can accomplish your goals and have fun. It's a job that few would do even if you did pay them. So, as cross country pilots, we are heavily indebted to them for their service. Even though you have prepared your glider, practiced locally to hone your pilot skills and saved up a bunch of time and money, you're going nowhere far without a crew!

Much can be expected of your crew. On a slow day, your crew may be killing hours on a hot tarmac waiting for you to get away from the local area. You may end up back at the airport calling the day due to weather or conditions. On those no fly days, you and your crew have a whole day to fill since there is no flying. Very boring!

Crewing Cross Country (page 2)

However, on a good soaring day it's game on and here we go! Your crew may drive for many hours while trying to follow directions over a sometimes confusing, busy radio channel. There is no time for a relaxing. Lunch, snacks and Gatorade all while on the road will have to do until dinner.

Crews can come in many forms:

- The Wife/Spouse (this could be the most risky!)
- The friend or neighbor willing to try at crewing
- A total stranger you met only briefly
- A licensed pilot, but no glider experience
- The guy who has spent his life around aircraft and airports, but not gliders
- An experienced 1-26 cross country pilot
- An experienced 1-26 crewman (highly valued and becoming rare!)

Crew Duties:

The bare minimum:

Crew must be able to lift and handle the wing for assembly and disassembly. Also must hitch up and drive the trailer to the landing site.

The great crew is all of the above, plus:

- 1) A good learner interested the whole cross country concept
- 2) Good company to travel with
- 3) Helps other pilots and crews
- 4) Joins in the 1-26 camaraderie. Fun to be with.
- 5) Flexible, adapts to the weather delays and slow times
- 6) Looks forward to the next crew experience.

Are the two of you compatible?

You and your crew will be traveling together for many hours or even days. Crewing requires flexibility in food, and accommodations. You'll be in the car or truck together for many hours. Deep discussions on politics or religion could lead to some uncomfortable hours! Don't fight your crew over the radio station. As long as its not Rap music, let the crew choose!

Pre-trip Crew interview:

The first question is the old joke *"can you back a trailer"*? Meet with your crew well in advance of the soaring trip. Tell them what lies ahead. If a "U turn" is

required on a narrow dead end road, does your crew know to disconnect the trailer and manually make the "U turn"? It's not just driving; can your crew lift a 1-26 wing with that old back injury?

Driving safety is vital! How is your crew with driving long hours and/or at night? Has your crew had any towing experience? Don't be surprised, find out these things BEFORE you leave on the trip.

Its all expenses paid!

The pilot pays for everything during the trip. Seriously! We pilots are totally grateful that these crews are willing to do this service for our benefit. Fuel, food, lodging, snacks, and even beer are all on the pilot. But, lodging is not likely to be at a 5 Star Mega Resort! Is your crew ok with sharing a hotel room in a budget motel? Be sure the crew knows what accommodations to expect.

Crew Training:

Time on the road is perfect for flight related talk. This is valuable one-on-one time. Train while you drive. Discuss land out sites and what to look for. Wind speed, direction, and obstacles are important to the pilot. Set up some scenarios and what to do if communications are lost. Review the geography and how to find the glider after a land out. But don't overload your crew with too much information. Switch back to fun stories or small talk if your crew is falling asleep!

After arriving at your base glider port, practice hitch/unhitch of the trailer. Spend a few minutes maneuvering in a deserted parking lot. Be sure your crew won't take out a gas pump leaving the 7-Eleven!

Practice with the radio. Powering on the the radio, setting the volume, squelch, lock/unlock and even battery or ACC power connection can all lead to communication failure. Review the basics of 2-way radio behavior (interference, stuck mic, hills that block signals, etc.). Let your crew know that he may lose contact due to terrain. Have a lost communication plan. Cell phones are typically the Plan B for communication.

2-way communication is not always reliable. Be sure your crew understands how to relay messages between other gliders and crews when only 1/2 of the transmission is heard. When things get

Crewing Cross Country (page 3)

confusing, tell your crew to ask for help over the radio. Review the road map and the planned flight route. Discuss known land-out sites and alternate flight directions.

Landing At An Airport:

Coach your crew on gate codes and how to deal with General Aviation airports. Never drive onto a taxiway or active runway without specific instructions from the glider pilot!

Landing Off Airport:

In the ideal landing, your crew would get to the site before you land. Your crew should be able to radio site conditions such as wind speed/direction, obstacles (power lines, ruts, wire fences, animals, trees, sign posts, and mailboxes). Runway length and especially width are important.

If you beat your crew to the site, be sure you tell your crew where you plan to land **before** you get too low and busy landing! Talk about the possibility of a road or highway landing. Your crew may have to block traffic. If landing in a farm field, be extremely respectful of the property and crop. Unnecessarily cutting a fence and driving over the crop gives the entire glider community a very bad image.

>> Remember, you are the Pilot in Command and as such YOU are 100% responsible for what happens regardless of what your crew may or may not tell you about!

Crew Resource Management:

Encourage your crew to speak up! Although your crew is not your co-pilot or first officer, he is still a member of your team who may contribute to your safe flight. Your crew may have little or no aircraft/glider experience. But with common sense, your crew is encouraged to question any safety related item. *"Is that tire a bit low?", "I found this bolt on the ground over by the glider", "Hey, you look pretty hot and sweaty, are you drinking enough water?"* Speak up! There are no dumb questions with regards to safety.

Delegate tasks to your crew to relieve you of doing every little thing. *"Could you grab those spare AA batteries I left in the crew truck?". "Could you get*

rid of this empty water for me?", "Would you grab those tie down chains and put them in the truck?"

Care for your crew:

Don't starve your crew! Have a stocked ice chest and lots of snacks in easy reach. Visit the 7-Eleven or grocery store each morning and restock with ice and goodies. A good full breakfast is highly advised, it will be a long day until dinner. After the land-out, open the beers. Don't cheap out on your crews dinner. **They crewed for you all day, they deserve the steak dinner!**

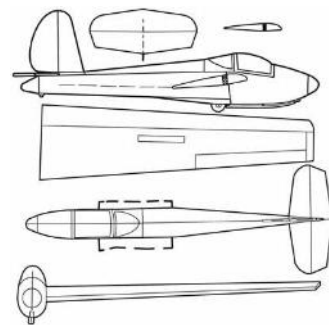
Can't find a Crew? Try Team Flying:

Two pilots can choose to share a single bird. Pilots alternate each day flying and crewing for each other. So on a 4 day trip, each pilot gets 2 days of flying. In this case, the trip cost is shared 50/50. Not a bad idea to get a day of rest between flights. Flip a coin to see who flies first. There is no one better to advise the pilot of landing site condition than another cross country pilot and all the experience that comes with him, or her.

Camaraderie and fun:

A 1-26 soaring trip is always an adventure and a whole lot of fun! The crews make up half of the group on a trip. On bad weather days, the group may take in a movie, local museum, or take a hike. At the minimum, there is always down time to fill with maintenance, flying stories, and jokes. A good crew will be right in there adding to the mix.

Now get yourself a crew lined up and go far!

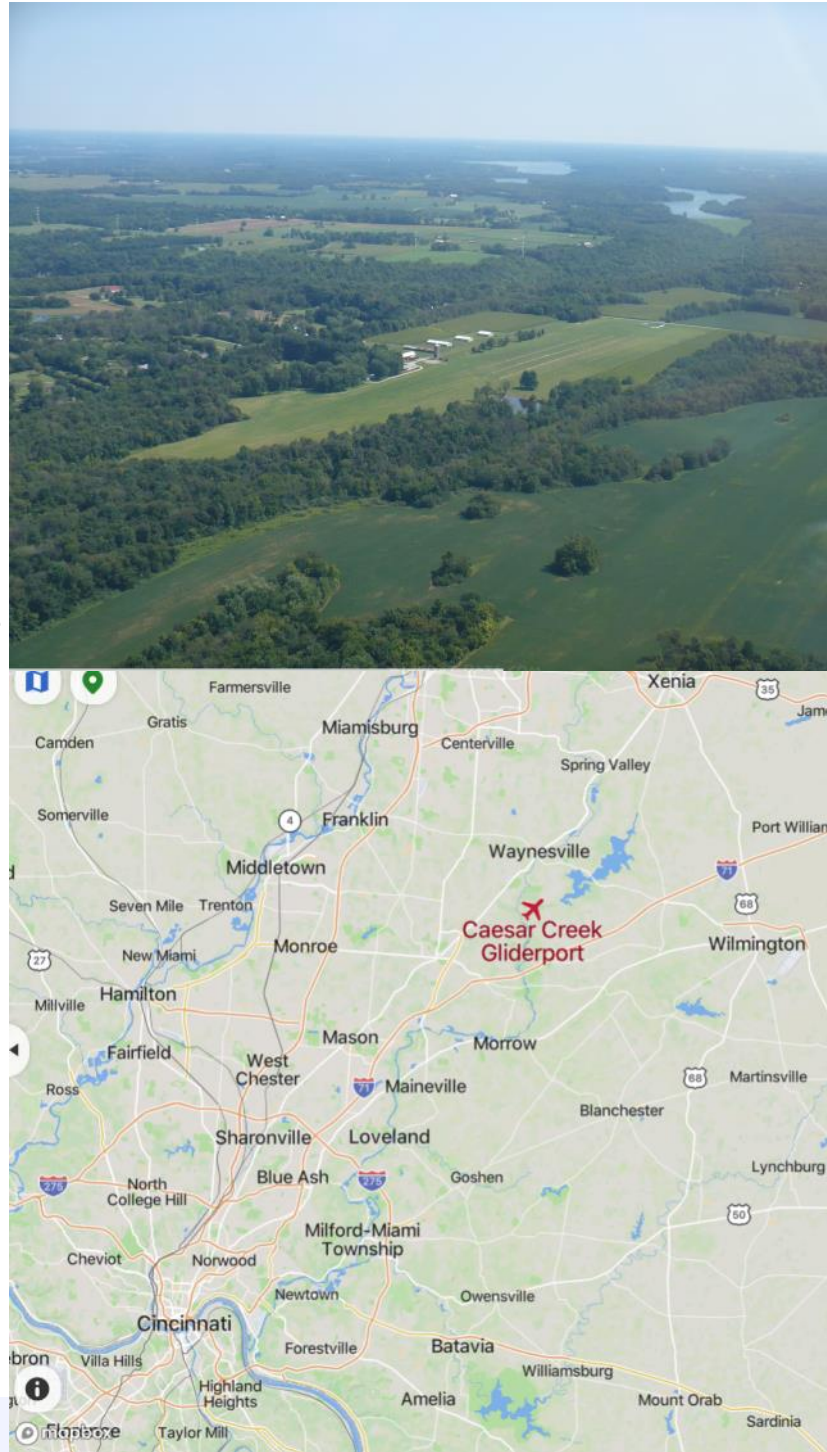


Editor's Note:

Any experienced 1-26 pilot who plans to fly cross country seeking records or Silver, Gold and Diamond Distances can only applaud and appreciate every bit of Steve's excellent coverage of crewing for glider flights.

Caesar Creek 1-26 Championships and other News

Are you looking forward to the 1-26 Championships this year? The annual 1-26 Championship contest will be held at Caesar Creek Soaring Club this coming May. First contest day is Wednesday 5/3. They're planning one official practice day Tuesday 5/2, but will have a tow plane available Monday 5/1. You're welcome to come early and fly with the usual weekend glider pilots of our club. The Caesar Creek Soaring Club northeast of Cincinnati, Ohio has been host many times in the past for such contest events. According to their website (soarccsc.com), It is one of the oldest soaring clubs in the United States and now is the largest club in the United States. The glider-port is located 3 miles (4.8 km) south of Waynesville, Ohio and 2 miles (3.2 km) west of the Caesar Creek State Park. The 120-acre (49 ha) plot was converted from a dairy farm in 1967 into a field suitable for sailplane operations. As of today there is a 2,800-foot-long (850 m) east-west grass runway, club house, campground and hangars. Go to <http://www.soarccsc.com/2023-1-26-championship-x-c-invitational/> to start to get yourself registered.



President & Secretary / Treasurer

The 1-26 Annual Election online voting will end January 31, 2023.

President

☐ Ridge Moreland

☐ or Write In

Secretary/Treasurer

☐ Steve Barry

☐ or Write In

VP Positions

For the Vice President (VP) positions, please vote only for the candidate in your division.

Choose Your Division VP

☐ Paul Agnew

☐ or Write In Eastern Division

☐ Lance Grace

☐ or Write In Central Division

☐ Pete Donath

☐ or Write In Western Division

Ridge Moreland, Steve Barry both stayed on as President and Secretary/Treasurer, respectively. Paul Agnew and Lance Grace are new VP choices and join Pete Donath. All our thanks go out to them and to those who voted for our new 1-26 Association Board.

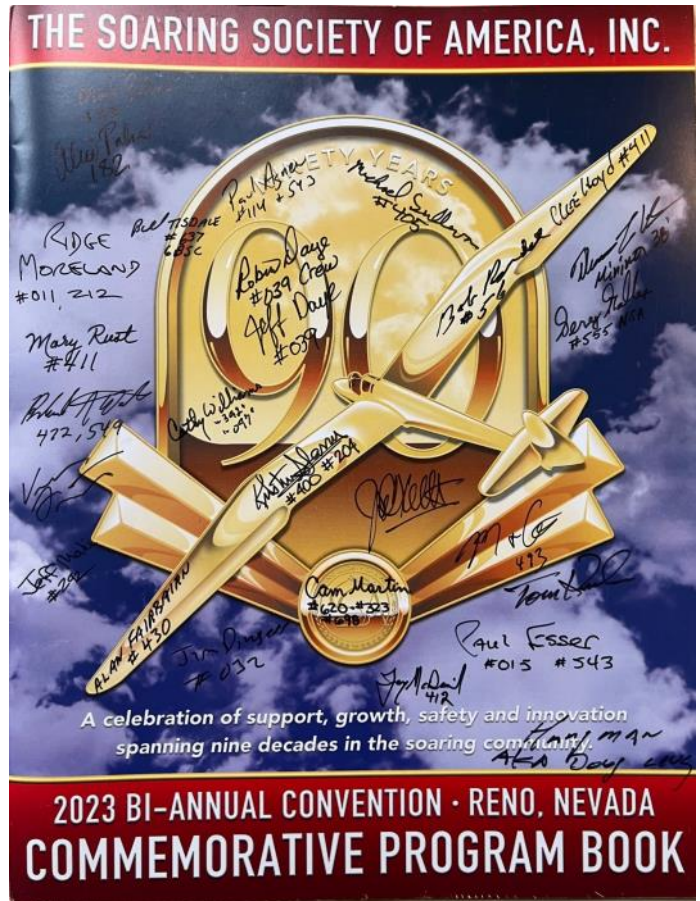




SSA 2023 Convention Reno Nevada

Late afternoon on February 22nd the SSA 2023 program kicked off with a presentation by the **Soaring Safety Foundation** led by **Burt Compton** and including **Pat Costello** on Insurance, **Rich Carlson** on accident trends, **Steve Dee** on risk assessment and **Ron Ridenour** on avoidance of complacency. Their message was very clear and familiar to us all: our accident rates are still a problem and can be mitigated only by carefully managed operations and strict adherence to all safety procedures.

The 1-26 Breakfast was attended by 30 stalwarts who all had a great time catching up and meeting new friends. We each signed a program cover thanks to the initiative of **Cam Martin**. Then it was over to the Convention Hall where all the latest and greatest in sailplane designs and features lay before us with the commensurate vendor support.



John Wahl on right and Robert Mudd both of Moriarity, NM restored this amazing experimental 1-26C with support from K&L Soaring

SSA 2023 Convention (page 2)

Ridge Moreland led the team with the booth set-up that included 1-26 merchandise and literature. Support came from **Robin and Jeff Daye**, **Alice and Mark Palmer**, **Paul Agnew**, **John Wahl**, **Paul Esser**, **Gary Swift** and **Bob Randall** among others. Being next to the Perlan Project, the Vintage Sailplane Association and the Women Sailplane Pilot Association made for a great combination of guests and old friends. That history, the physics of flight, the mechanics, management ideas and volunteers all blended. That is one way to try to explain the content of all the conversations taking place. Equally important is how that all contributed to combining aviation strengths and experience to coalesce like glue to keep us together and cheered on with fresh ideas and techniques to build upon. Taking all that the convention provided and putting it to use in the coming seasons will be a reason for keeping this coordinated effort in soaring available again soon.



Bob Randall and Jeff Daye



Ridge Moreland, Paul Esser, Mark Palmer, Paul Agnew & John Wahl

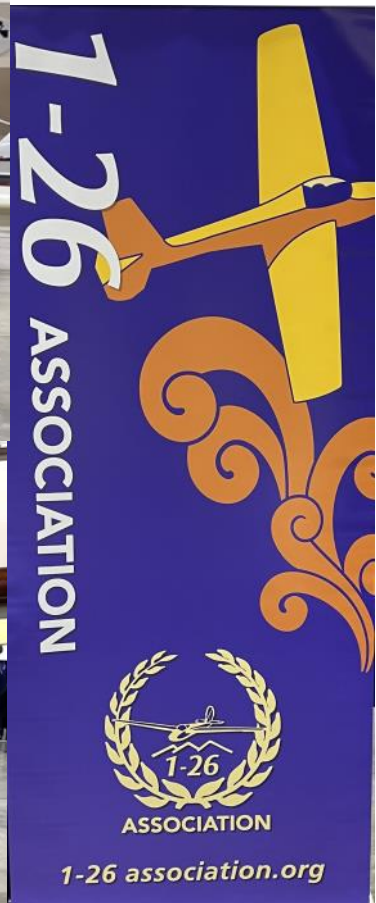


Gary Swift

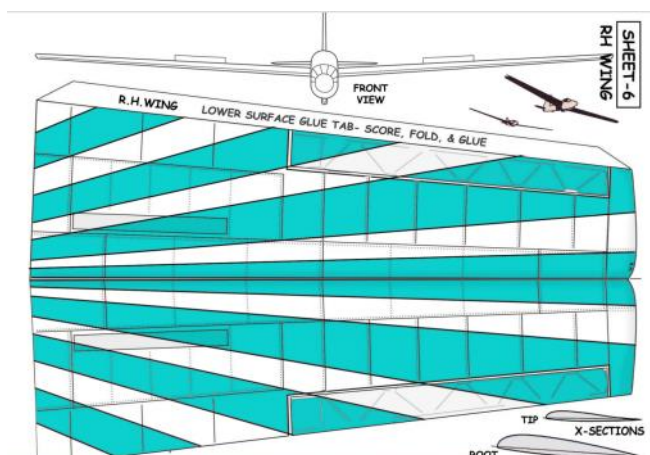
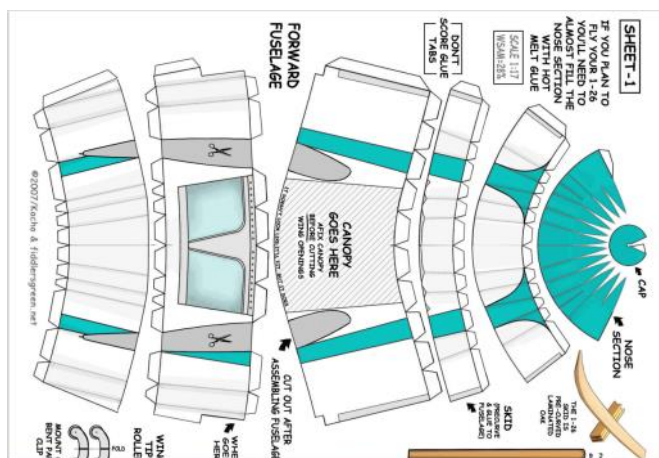
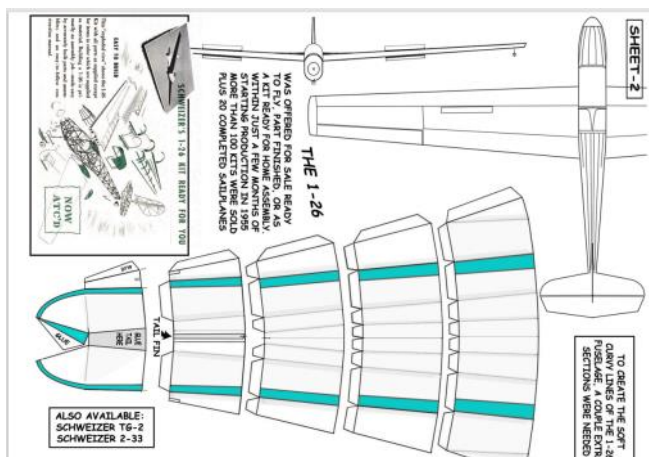
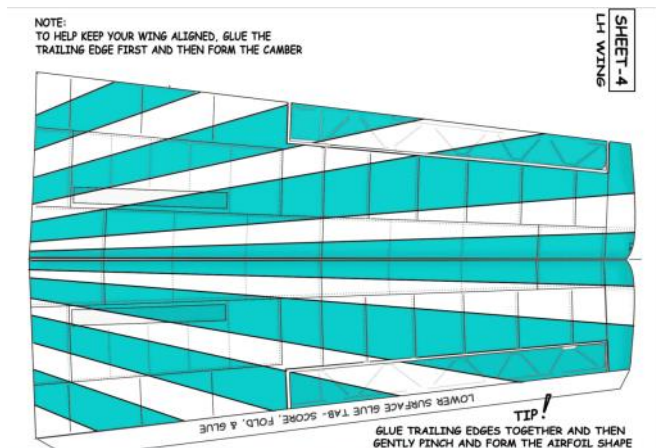
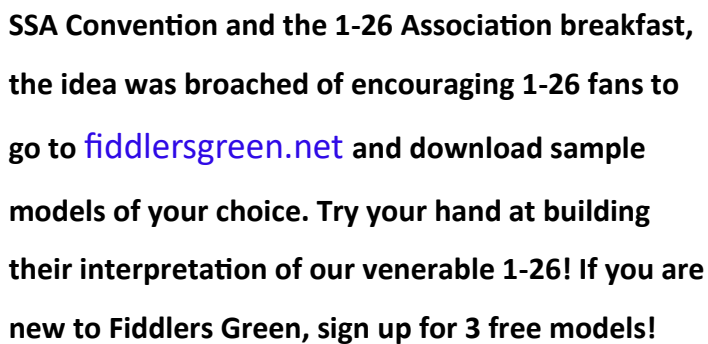
SSA 2023 Convention (page 3)

For those of us with more of a vintage or classic taste in soaring, we include the popular convention floor highlight: the 1938 Minimoa, which Thomas Evelo masterfully managed the restoration of. His detailed presentation of what all went into that was well worth hearing. Also, Doug Fronius's spectacularly restored late 1930's Robin was presented for all to marvel at, and John Wahl's thoroughly innovative restoration of his 1-26C held the limelight in front of the 1-26 Association booth. The convention seminars were excellent, pertinent, varied, and hard to choose one over the other. Those we attended included the SSA Clubs forum hosted by Ken Sorenson, which brought up the great need for SSA emphasis on consistent and shared club support across its ranks and media. We found the 2023 convention to be a great success, and we look forward to a repeat in 2025.

- Editor



Many members have heard of Fiddlers Green for creating paper models of airplanes and gliders. Have you visited for the 1-26 model? While attending the



President's Column

Ridge Moreland

More than a fistful of 1-26ers are home again after attending the SSA convention at Reno, having enjoyed multiple events there while staying inside out of the almost continuous snowing. A most sincere thanks to Alice & Mark Palmer, Paul Esser, Robin & Jeff Daye, and Paul Agnew for staffing our Association booth via talking with pilots and selling merchandise. Our 1-26 convention breakfast gathered about 35 pilots for conversation, and provided an experienced audience to witness Paul Esser receive the 2022 Per Ardua award for his "above and beyond" editorship of our newsletter, and his single-handed creation and production of a first ever 1-26 Association marketing brochure.

John Wahl's unique restored 1-26 with its retractable landing gear, and very, very highly modified cockpit was an unquestioned hit with attendees. Attendees kept him in close proximity to his flawless glider every day.

On a personal note, since our booth adjoined the Perlman 2 project's booth, I was enabled daily to talk with the project CEO, and talk one-to-one with pilot Jim Payne about handling very long winged sailplanes.

A reminder that the 2023 1-26 Championships at Caesar Creek is only weeks away (May 3—May 11), so please consider attending it, even if just for one day, to make some new friends, crew/retrieve, and experience the social focus of the contest. Over the last several years of my involvement at this annual event, I too have come to recognize that "this is a social event at which there happens to also be a contest". If you're a pilot, register now, please.

Ridge - #011, 212 (for sale)



Ridge Moreland presents the 2022 Per Ardua Award to Paul Esser at the 1-26 Association Breakfast in Reno.

Ridge tests out how he fits in the Robin.



Naomi the Aviatix - Book Review

If you had attended the SSA Convention in Reno this February and visited the Women Soaring Pilots Association (WSPA) booth, you would have found for sale this book about a British woman pilot named Naomi Heron-Maxwell. It was written and published over a decade ago by her son, Nick Thomas, who found and used his mother's photos and diary from the nineteen-thirties and forties to recreate an important personal biography.

Naomi was born in England in 1913, had a good education and was working as a secretary when, as documented by herself, she took to aviation around 1934. She craved work more challenging than merely being a secretary; so she learned to fly and got her British flying license. She found work earning money as a professional parachutist for Sir Alan Cobham and his National Air Display. Sir Cobham had learned that Naomi was both articulate and daring. He hired her, as he had other women, because she attracted bigger audiences to his traveling airshow. Cobham's Air Display brought aviation to the attention of the British people much like the American 'Barnstormers' were doing in the United States. Naomi, being adventurous and very brave, learned after over 100 jumps to become an integral part of that show. She was encouraged by Cobham to also learn to fly gliders during the off season so he could add more gliders to his show. She traveled to Germany and managed not only to learn gliding, but also, in 1936, become the first British woman to be awarded the Silver C Badge. Through skill, determination and courage she overcame the many obstacles

that typically held women back to traditional roles that suppressed talents so many had but could not use. Naomi defied convention and flew gliders, translated German books on soaring (she spoke four languages including German), and taught soaring to younger students all in the late 1930's.

World War II brought about more new opportunities not seen before for women, and for Naomi it was natural that she help her country in the air. Joining with the British ATA (Air Transport Auxiliary), she was trained to a very high standard and flew over 50 aircraft types from 1942 to 1945. After the war, she chose to move to the United States in California for better climate and work. Once in the U.S., she also flew in a meet with other

glider pilots including Virginia Bennis (Ginny Schweizer). She eventually settled in LA, married and had a son. Her indefatigable spirit pervades and uplifts this excellent book. Any pilot, new or old, will get a thrill reading of how such spirit comes alive with flight.

Editor



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by taking the survey at our
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The date above your name shows
when your membership expires.

