

# **The 1-26 Association Newsletter**

## **2Q2023**



**The 2023 1-26 Championships at Caesar Creek Soaring Club, Ohio**





*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.

June 2023

Happy Summer to each and all. We are transitioning through that time of great soaring conditions in the northern tier of the continent and now enter into the dog days of summer. This issue mostly covers Spring events, in particular the big 1-26 event we call the Championships, this year held at Caesar Creek Soaring Club in Waynesville, Ohio. First of all, I want to thank profusely everyone who contributed photos, articles and art. Without your efforts we could not put out a publication like this. Contributors Paul Agnew, Chip Haskell and Kristin Farry really helped make this issue happen, and we thank you all. The contest in Caesar Creek was a big success because the club there is world class and we fit in with a great team and an amazing operation. Huge thanks and kudos to you all. Going forward, we celebrate 70 years of the 1-26 One Design next year. Please keep up your efforts to contribute to spreading the word about as well as flying the 1-26.

Paul Esser—Editor

*Cover: Caesar Creek May 4th 12:30pm Grid, 1-26E #528 in front*

*Center Spread: Kristin Farry landing #204 at Caesar Creek May 4th*

*Back Cover: Steve Statkus's 1-26 #242 'Dulcinea' underwing art*

*Below: Winners—Curt Lewis (M), Chip Haskell (L), Pierre Aumont (R)*



## A Proposed Land-Out Card by Paul Agnew - #114 & #543

The local Sheriff's Deputy was visibly annoyed when he pulled up to our club 2-33 sitting quietly in the grass next to the little county road. Strong winds had forced the Chief CFI of our new club to sidestep the runway centerline and land on the clear section of road just short of the runway and roll clear into a large grassy area. We all applauded his good decision, but the Officer was clearly not happy that a glider had landed off field near the local airstrip and he insisted on treating it like a major airplane accident on his turf. "No, you can't move it or disassemble it until I get clearance from the FAA", he insisted. There was no damage. "No, you can't tow it down the county road to get it to the airport" and "You should have thought about that before you landed on my road." He could have escorted us to tow it the short distance to the airport driveway (about 3000'), but he adamantly refused. There was no negotiating with him. It did not matter how we tried to explain things to him. "No" was his word of the day, when "know" would have been a much better option.

Land-outs happen, and ever since that day I have contemplated how to quickly get enough information to the local police, emergency responders, and press (and farmers) to head off any more side-of-the-road or pasture confrontations, and to give the local Press something to help them report with a bit more accuracy.

The "Not an Accident" card was my solution. The front boldly states in

bright red letters that "This is Not an Accident" and succinctly provides just enough information to alert the local constables what to look for and how to get more information. The boxes on the back provide a quick reference for emergency responders that could prevent an unnecessary and costly dousing of an intact glider. The links point the Press to resources for their local new report. The best part is that this is meant to be a draft that everyone can customize to suit their particular preferences. Make what edits you think would suit you better, and please share your ideas.

### **This is NOT AN ACCIDENT** This is a "Land-out"

Glider pilots rely on rising air currents to stay aloft, often for many hours of unpowered flight and frequently traveling hundreds of miles. When the weather conditions change unexpectedly and the rising air currents weaken, the safest course of action often is for a pilot to perform a safe landing in the most suitable location.

- A *retrieve crew* is on the way and will arrive shortly to quickly disassemble this glider and trailer it back to the gliderport. Gliders are designed for quick assembly and disassembly to facilitate easy transport.

- The FAA is familiar with glider land-outs and as long as there is no major damage or injuries, will not need to investigate or "release" the glider to the retrieve crew. If desired, you can call 1-800-WXBRIEF and ask for the FAA Regional Comm Center.

#### **Fire Rescue – This glider:**

- ☐ Has no engine, but may have smaller batteries in the cockpit.
- ☐ Has a small engine behind the cockpit with a limited quantity of fuel/gas.
- ☐ Has an electric propulsion system with large batteries behind the cockpit.

Press – You can find more information on gliders and the sport of soaring at:  
[ssa.org/what-is-soaring](http://ssa.org/what-is-soaring)  
[ssa.org/cross-country-flying](http://ssa.org/cross-country-flying)

**Thank you for checking on me!**

**You are always invited to visit the nearest gliderport to learn more about soaring and perhaps take a flight!**

Land-out Card courtesy of the 1-26 Association – [126association.org](http://126association.org)



# One Last Dance



**By Charles 'Chip' Haskell**

**#021**

It is the last day of the 2023 1-26 Championships at Caesar's Creek Soaring Club. We are on Day 5. One day was invalid, so we have three good contest days in the books. We have a valid contest; but just 45 points separate Curt Lewis (216), and me (021), going into this final day of the Championship. He is in first place; I am in second. The day's weather forecast is marginal, at best. I am certain that no one will make the Championship's minimum required distance rule today. In my mind, I have already conceded the 2023 Championship to 216. After my first tow, I fell out rather quickly (and not on purpose), then, after putting on 021's sports canopy, I decide to go up for a bit of fun. Truth be told, it's more for a few style points to lick my wounds after my two really silly MAT mistakes earlier in the week - one mistake with which the Real GOAT, Ron Schwartz (680), and Jeff Daye (039) will keep joyfully poking me in the eye.

CD Wally Berry has changed the day to the dump task. It's the 1-26's dreaded Airport Bonus Task, or what I like to call the Silver Duration Task. I have not released more than 5 minutes when I glance around the sky to see the entire fleet in Olympic Short Track Speed Skating mode, like Apolo Ohno, over the airport. "Son of . . . we are gonna be up here for 3 hours and If I don't participate I am going to lose second place!"

Later on task I'm thinking I have accumulated 2,315 turn

points by now (for the uninitiated, perhaps a slight exaggeration), to sort through for submittal to the recently beatified scorer Tom Pressley for these rat's nests that he is about to receive. I am close to the 3 hour maximum allowed and heading back to airport when something rather special happens. At 17:00:05 I see 216 connect directly over the airport at 766 AGL. "Hello! Thank you Curt! I just found my climb up and out to way point 2,316." For the next 8 minutes and 46 seconds, Curt and I have found that special groove climbing together. We are at that moment only soaring pilots can fully understand. We are using each other as the vario. We will have climbed from 766 AGL to 3483 AGL before we separate.

In those 8:46 minutes, we are about canopy to canopy. Because 216 is on my tail at first, I keep thinking that I am not turning tight enough and screwing 216's ability to core, so I keep cranking it tighter and tighter. I learn later, Curt is thinking the same. So goes the mutual admiration society. I have a great deal of respect for Curt as a pilot and as a person while still unclear which is more important. But I do know that, in the spirit of competition, I don't want to hamper his climb. Oh, who am I kidding, I don't want to be the guy that everyone says - he does not thermal steep enough, especially in this 40 ounce tall-boy kite that is a 1-26. It is actually a healthy dose of both statements above. I have been known to quietly grumble about bank steepness, so I had better not be "that guy." And Curt is an exceptionally good pilot.

Our canopies are so close. In the bank, I can see that impish smile of Curt's, his omnipresent green hat, and the whites of his eyes, literally, while watching his hand and feet work the controls. His head is back, staring at me; and, mine is back, staring at him. While in the climb, so much is racing through my head (pun intended):

"Man, we are cranking it over, this has got to be between 55 and 60 degrees and getting steeper and tighter with each turn"

"This is crazy close formation"

"I cannot out climb him and he cannot out climb me, we are locked in."

"Can I pick up the 45 points to take the Championship?"

"Keep going!"

## One Last Dance (Cont'd)

"How freaking cool is this! And how freaking cool are we!" (if you are a soaring pilot and you cannot be honest about your hubris . . . How do you tell the pilot in the bar? Don't worry he will let you know . . . a friend of mine always ends the joke with – It is really important that they know! I am actually doing them a favor.)



Then all of sudden, somewhere in those 8 minutes and 46 seconds, it dawned on me. This is a really special moment. It seemed that all the noise from the sport canopy and the G's went away (and it was open-cockpit, rushing wind, loud). Here we are, 1 and 2 in the Championships. On the last day. At end of the day. And, the last two ships in the air. A mere 45 points difference. Circling like mating eagles directly over the field. The crowd below watching this climb - equal parts duel, equal parts dance. Apologies to the movie Moneyball, "How can you not be romantic about soaring?"

I landed first and Curt followed: the last two to take the field. Once we went through the grueling exercise of picking our eleven turn points, we both realized that our respective eleventh turn points had occurred before the climb in question. I want to share with you the text exchange I had with Curt the next day.

021 – "Curt, a quick note to tell you that I had more than one CCSC member tell me today that when they watched us climb together, it looked to be a razor's edge pirouette dance as we climbed up skywards. What I love even more, and at the time neither of us were aware, was it didn't count towards points, just two pilots matching airmanship.

It is a moment that will remain very special to me and I'm happy to have you be the counterpoint. It is the poetry of soaring that just can't be explained, except to fellow soarers. Take care Mon Ami. Chip. BTW, I did it in a sport canopy ;-)"

216 – "Oh man Chip. Yes, very special indeed. Trace (Curt's son, Delta pilot, who also flies FiFi in CAF, yes I am name dropping), got some video of the dance. I'll get it to you soon. We just tied down at the airport and are on our way home."

021 – "Be safe, can't wait to see the video, seems we put on show for the crowd at 900 feet. 'Ladies and Gentlemen, please cast your eyes to the high wire act as the flying 1-26 Brothers entertain you with their death defying spiral of climbs . . . ' "

216 – "LOL, If we had kept it up, we would have rolled to inverted and kept circling . . . "

If you are reading this and not a soaring pilot, I hope that you have enjoyed my preening, over-stylized prose.

However, if you are a fellow soarer and you are reading this, well, it is why we go to the airport and rig, isn't it? To have these moments, these 8 minutes and 46 seconds. I wish each of you your own soaring moments. Remember, these moments only really truly happen in a 1-26 ;-)

I encourage you to go to SSA Website, 2023 1-26 Championships, Day 4 Flight Logs, download 35A\_021 and 35A\_216, run them together in SeeYou Animation 3D View, starting at 17:00 until 17:09. I don't think you will be disappointed.





# The 1-26 Contest at Caesar Creek, Ohio

Waynesville, Ohio - May 2nd through May 11th 2023.

The **Caesar Creek Soaring Club** once again hosted the annual 1-26 Championship contest. Under the leadership of CCSC stalwarts **Chuck Lohre** and **Steve Statkus**, the club did an outstanding job with the help of their operations team and weather specialist. The Competition Director, Wally Berry, and his 1-26 Task Committee led by **Curt Lewis** had come up with eight tasks that allowed for as many pilots as possible to get through any given day's unique weather challenges. The first possible contest day, **May 2nd**, was a no fly day because of wet conditions. Many pilots opted to drive up to Dayton to tour the US Air Force Museum. As we



Cal Tax #057

walked through the galleries, veteran pilots **Cal Tax** (seen above with the editor in front of a Republic F-105 Thunderchief, like what he flew and fought with in SE Asia in the late 60's), **Lance Grace** and **Trever Perkins** all gave personal insights that made the tour profoundly memorable.

**May 3rd** was scrubbed for weak conditions, but rigging and gridding occurred before the cancelation of the task. It was good prep. Wally the CD gave an excellent safety review

with a PowerPoint entitled Thermal Etiquette (prepared by John Cochrane). The contest weatherman, Dan Reagan showed us a daily SkySight weather forecast.

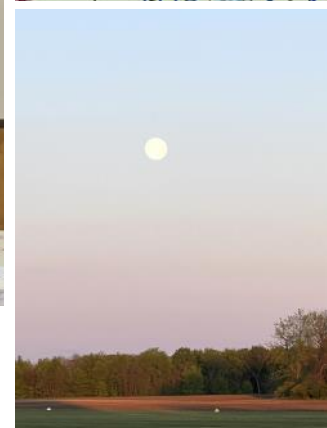
**May 4th** was predicted to be a good contest day with 5K thermal tops and 4 knot lift. Wally called for a two hour,



Steve Statkus



Chuck Lohre



four turn area task, and re-emphasized the need for proper hydration. With three Pawnee tow-planes, all twenty of the 1-26's got towed up quickly, dropped off at 2,000 feet and the gate opened. **Curt Lewis** in #216 finished in first for 1,000 points; **Chip Haskell** in #021 second, and **Jeff Daye** in #039 was in third. **Cathy Williams** (#097) and **Milt Moos** (#575) came in fourth and fifth. Team pilots Ron Schwartz and John Bloomfield in #680 were first among the team pilots. **May 5th** turned out to be one more good contest day, albeit a blue day. Dan the weatherman called for 3 knot lift and up to 4700 feet, but it would be a Modified Area Task with three turns area of 25 to 42 miles, and later be adjusted to an hour and a half. **Lance Grace** in 'Swamp Fox' #610 scored 1,000 points and won the day. **Schwarz & Bloomfield** won the team contest with Ron flying downwind for max distance and 914 points. **Chip Haskell** in #021 and **Cathy Williams** in #097 came in second and third. Lance spoke the next morning about the importance of

Patience, Hope and Luck in these 1-26 contests, but, he added, "remember to circle to the outside edge of the turn area".



Lance's Swamp Fox



## 1-26 Contest at Caesar Creek (cont'd)

**May 6th** had more marginal conditions than the day before. Weatherman, **Dan Reagan**, who had landed out the day before, warned of weak lift, ceilings at about 2,500' above ground and 18 knot winds from the south at cloudbase. Wally laid out a task of 3 hours for 25 miles with one turnpoint and a landing bonus, if you flew the distance. Grid time was 1pm and most everyone launched, but no pilots were able to make minimum distance. More landouts and then, later that night, more rain. It would take two more days for weather to improve enough for dryer conditions and thermals to return. Valerie and JimBob Slocum flew in with their Cessna 195 to visit and cheer on all the contestants.

**May 7th** and **May 8th** were highlighted more by weather predictions

and safety meetings focus than any flying. Now into the second week, the usual fears that we would not have enough flying days took their usual toll on those less optimistic. Talk of leaving early was quelled by predictions for flyable weather that would be here in two days. That was to be contest day #3.

**May 9th** came partly sunny and windy at altitude. Cloudbase was projected to be 5,500 MSL and lift was to be in excess of 3 knots. **Jeff Daye** gave the pilots the essential safety reminder: 'aviate, navigate, communicate' Wally the CD had given out a 2 hour MAT of 27 and 44 miles. Grid time was at noon and the gliders launched at 1pm. Turned out to be a tough day as scratching, landing back and relaunches became the norm. Landouts and aero-retrieves also happened, but it turned out to be an official day and, therefore an official contest. **Pierre Aumont** won with 1,000 points, **Chuck Lohre** for Team

Lohre/ Statkus was second for 999 points and **Cathy Williams** was third for 968 pts.

**May 10th**, the last day, was also very challenging for competitive reasons as well as weather. Pierre's advice from day #3 was consistency, luck, extra thermals and watching others. Today would be day #4 and Wally the CD called for a Bonus task which was CCSC to Walmart complex in nearby Lebanon, OH and back in 3 hours and all the turnpoints you can get. Well, **Curt Lewis** outlasted the competition from **Chip Haskell** to win the day and the contest. Chip flew a close second followed by **Pierre Aumont**. As 1-26 Newsletter editor, I came to take pictures, notes, meet the pilots and just be crew. It was front row seating and hands on fun. **Ron Schwartz** even brought me along to help retrieve **John Bloomfield** from a muddy beanfield. The 1-26 Champs are high quality, world class fun. I encourage all active 1-26 owners to start planning for 2024.

Editor



### 2023 1-26 Championships

Caesar Creek Gliderport, Waynesville, OH

#### Overall results after Day 4

	CN	Pilot	Total Points
1.	216	Curt Lewis	3,848
2.	021	Chip Haskell	3,753
3.	686	Paga Grellet-Aumont	3,530
4.	039	Jeff Daye	3,376
5.	610	Lance Grace	3,199
6.	097	Cathy Williams	3,010
7.	680	Team: Bloomfield & Schwartz	2,922
8.	242	Team: Lohre & Statkus	2,760
9.	528	Jonathan Leal	2,533
10.	157	Judith Galbraith	2,418
11.	687	Team: Hayter & Miner	1,921
12.	335	Pat Murray	1,841
13.	204	Kristin Farry	1,470
14.	575	Milt Moos	1,369
15.	543	Paul Agnew	1,249
16.	548	Team: Hegele & Reagan	1,249
17.	057	Cal Tax	1,014
18.	673	Team: Butler & Cook	909
19.	634	Trever Perkins	733
20.	053	Team: Barkow & Palmquist	679
21.	417	Glenn McGovern	439

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# The 1-26 Contest Awards

## The Marion C. Cruce Award

### Curt Lewis—2023 1-26 Championship Winner

The Cruce Trophy is a large silver punch bowl (with tray and cups) which was donated to the 1-26 Association in 1966 by Mr. and Mrs. Marion C. Cruce. This perpetual trophy is awarded each year to the 1-26 Champion, the highest scoring individual entry in the 1-26 Championships.



## The Spiffy Award

### Charles 'Chip' Haskell 1-26A #021

The first presentation of this award was made in 1996 at the Iona Championships. Since then, the interest in and level of competition for the award has become quite spirited. The current Trophy is an embellished instrument panel created by Norm Miller after his 2002 win.



## Bob McNeill Memorial Trophy

### John Bloomfield & Ron Schwartz 1-26E #680

This perpetual trophy was first awarded in 1992 at the 1-26 Championships at Texas Soaring Association, Midlothian, Texas. The Bob McNeill Memorial Trophy was donated by Joan McNeill and family, to be awarded each year to the highest-scoring team in the 1-26 Championships.



## The David C Johnson Memorial Trophy

### John Bloomfield 1-26E #680

This perpetual trophy is a Michael Garman limited edition bronze, "The Aviator," mounted on a walnut base with a plate suitable for inscribing the name(s) of the annual winner(s). It was donated to the 1-26 Association in 1986 by Colonel and Mrs. Lewis Neyland in memory of their friend, David C. Johnson. This trophy is awarded annually to the pilot flying in the Championships for the first time who flies at least 30% of the contest days and has the highest average daily score of all eligible for this award. If the winner is a member of a team, then the team as a whole is the winner and trophy shall be so inscribed.





## Contest Awards—cont'd

### President's Trophy

**Curt Lewis— Day #1 Fastest Time 35.9 MPH**

This trophy, designed by Bob Casamajor and donated to the 1-26 Association by Dudley Mattson, is awarded to the pilot achieving the highest speed on a declared speed task during the 1-26 Championships. The trophy is a polished, mountain-shaped, walnut burl topped by a glass circle containing a beautiful, sand-blasted, rendition of cumulus clouds and a speeding 1-26. Winners names along with the year and the speed achieved in miles per hour are attached to the trophy base.

### Old Goat Trophy

**Ron Schwartz**

This competitive award is "Presented annually to that venerable old flyer having successfully passed his 60th year on this earth, who achieves the highest finishing position in the 1-26 Championships from among that select and ancient group reverently referred to as "THE OLD GOATS."

### Virginia M Schweizer Trophy

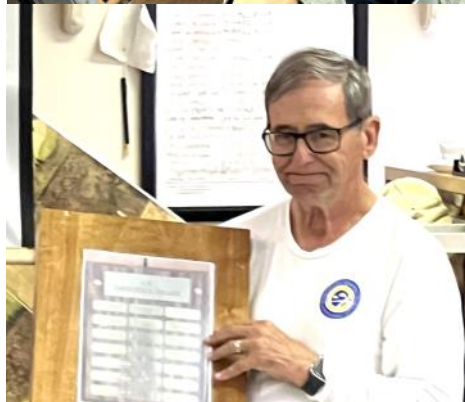
**Cathy Williams 1-26A #097**

This trophy is a copper plated 1-26 complemented by a large and exquisite turquoise nugget. The trophy was made possible through the combined efforts of the Tucson Soaring Club, The Women Soaring Pilots Association and Paul and Ginny Schweizer.

Virginia Schweizer has been an inspiration and leader by example to women everywhere who have wanted to join the sport of soaring. This trophy honors her for the great contributions she continues to make to open the doors to women so they can fully participate in soaring at every level of achievement. This trophy is awarded to the feminine pilot who achieves the highest average daily score in the 1-26 Championships. The winner must fly at least 30 percent of the total contest days for this award. If the winner is a member of a team, then the team as a whole is the winner and trophy shall be so inscribed.

**The Yardstick Award—Glenn McGovern for 6 Miles**

**The Turtle Trophy—Cal Tax on Day #2 at 16.9 MPH**





# A New Gold Distance Flight in a 1-26D

By Kristin Farry #400 (Photos by David Blackwell)

I complained about my thermaling cross-country speed at the last WSPA Seminar, and Sarah Arnold invited me to her spring “Ridge Camp” in Jasper, TN. My thermaling cross-country distance and speed have been improving, but unless I could run downwind for 300km on a strong day, I was pessimistic about ever making Gold distance. “You need to try ridge flying to get Gold Distance in your 1-26,” Sarah told me.

So, with only a few short ridge flights in my logbook, I headed for Jasper in March, towing Firebird (my 1-26D) to try serious ridge flying on the Sequatchie Valley ridges. This narrow river valley provides a long stretch of ridges on both sides. Two trips up and down the southeastern ridge is Gold distance (300+ km; over 200 miles). The group congregating there included WSPA colleague Adriana Barragan Iberri from Savannah, GA, flying her club’s PW-5.

The trip did not start well – my truck labored the last hundred miles while pulling my glider, thanks to a cracked exhaust manifold. Not having a retrieve vehicle was frustrating, but with three other 1-26ers there, I had friends offering to retrieve me. Then we had to make decisions concerning severe weather, and a day was lost to frantically derigging gliders and securing trailers. Everyone helped each other. While the tornados skipped us, they hit communities south of us very hard, and with

numerous fatalities; so we considered ourselves fortunate that all we lost was some time. We wisely invested some of that time in ground school on ridge flying basics and the peculiarities of the Sequatchie Valley Ridges, courtesy of John Good. Then it was another big rigging party the next day.

The winds looked good for ridge lift finally on Monday; but I opted to fly with instructor John Good in his Duo Discus on the first day, given my lack of experience in ridge flying. We showed up a little too early, and that flight ended in a land-out. Still, I learned a lot from both that flight and John’s excellent ground school. Both lessons combined to make me

very cautious, however. The ridge began working much better that afternoon, and Adriana had a great flight. I stayed closer to home and practiced on a short section close to the Marion County Airport rather than try for distance myself. I was worried about the fact that flying the ridge would mean going upwind several miles to return to the airport at the end of the day – a perfect setup for a land-out in a low performance glider. I decided that I would get high and stay high on the ridge, accepting the inefficiency of crabbing into the wind over the ridge.

I got my truck back in service the next morning (Tuesday, 3/28), which made me feel better about a long cross-country attempt. Having a solid retrieve plan and equipment is critical for flying cross-country. A front swept through midday and everyone was lined up and ready to go as soon as the wind direction swung around out of the northwest. Jason and Sarah Arnold had both towplanes ready and we were soon on our way. Jason put me about 1000 feet over the ridge to give me some margin for errors, and I found the ridge lift line while still well above the terrain. I very carefully followed the con-

tour of the ridge at best L/D (53mph or 46kts in my 1-26D) or higher, staying 500 feet or more above the ridge top, and watched the more experienced pilots in higher performance gliders zoom by below me.

My first plan was to fly as far as the first big gap (Dunlap) and just see how high I was before committing to cross it.

The ridge got rougher

beyond that gap, so I was worried about my prospects both crossing the gap and on the ridge beyond. As the sun moved westward, however, the knobs in the ridge began making thermals instead of just updrafts. Some were very strong. I learned to anticipate where that lift would be and fly through it, picking up quite a bit of altitude to swoop across the gaps beyond them and the inevitable sink. The winds were staying about 13 knots perpendicular to the ridge, and I had built up enough altitude and confidence to attempt the Dunlap gap. The turn-point for the Gold distance was a fire tower another 25nm past that gap. The ridge gets a lot rougher and lower beyond the gap – and the valley floor gets higher. But I





## Gold Distance Flight (cont'd)

managed to stay between 2500-3500 feet MSL, slowing down in the updrafts and speeding up in the sink, crabbing into the wind. The air was rough and the workload was pretty high, so the fire tower came as a pleasant surprise. I turned back there, remembering that I would need to gain altitude steadily as the terrain elevation increased. The thermal activity helped – I was able to climb without making any turns.

When I got to my starting point, two hours into the flight, I admit it was tempting to just get some altitude and glide back to the airport. I was already beyond my best distance ever and the wind had shifted out of the north, giving me a little headwind going back up the ridge and making me wonder if the ridge might stop working. But I heard many others on the frequency still way up the ridge talking about

good lift; one Libelle pilot was even talking about a bit of wave. I saw Adriana passing me in the PW-5 going north for a second lap, too. The PW-5 has more performance with an L/D of 32:1, but she was also flying conservatively high. I figured that the more northerly wind should give me a better boost going into those gaps, so I decided that I would go back up the ridge at least partway and see how it worked. And it did. A little over an hour later, I was back at the fire tower. My Oudie told me that my bail-out airstrip at the north end was beyond my glide range with that headwind, so despite having run out of snacks and feeling hungry, I convinced myself that I should try to leverage that tailwind going back down the ridge. Besides, if I landed at the north end of the valley, we'd be derigging and loading my glider in the dark, as it was quite a drive up there. And I would still be hungry!

I was also worried about the wind dying out as the sun got lower. Or the wind angle changing more. I refreshed my memory on the good landing spots along the ridge, and decided that I could speed up some on the last return. That confidence and that tailwind got me to a groundspeed around 90mph in a few spots, although I was still seeing the high-performance gliders zoom by underneath me! As I got to each of my bail-out options, I convinced myself that I had enough in me and enough daylight to keep going. I was still pretty concerned about that stretch between the end of the ridge and the airport, but decided that I could double back along the ridge to the nice grass strip where John and I had landed the day before if I couldn't get the altitude to make the airport.

I got near my finish point at a decent altitude, but flew a few figure-eights there to be certain I had enough to get to the

airport. Those were the only turns I made the entire flight, except at turn-points. The sun was low but it was about twenty minutes before sunset. Now, after nearly four hours of intense concentration on the ridge, I needed to switch gears and land. I made the airport with a good margin. Fortunately, Jason was on the radio and warned me about a lot of low-level turbulence and gusts. It was a challenging landing. I stopped Firebird at a taxiway, and tried to jump out to pull her off – and found that the wind was too strong. I found myself with one foot on the pavement and the other still in the cockpit, struggling to keep the glider from being blown across the runway. I must have looked pretty funny, doing a hopping dance as I tried to get all my weight on the glider as the wind gusts turned her away from me. Jason was soon there with the gator to help, fortunately. We got Firebird secured and covered just as the sun set. The runway lights began to glow as I walked back to my truck and trailer, still poised for the retrieve we didn't need.

The flight was 248.5 kilometers total (declared task length 319km), over 200 miles, and just over 4 hours from takeoff to landing. My average speed was nearly twice my best thermaling cross-country speed, despite my conservative strategy of staying high above the ridge. Given the handicap on the 1-26 (L/D = 23), the flight scored in the top ten in the world that day on OLC and WeGlide. I wondered if I had missed my task turns, as I was so busy watching the terrain and scanning for other gliders (including hang-gliders!) that I never managed to get my task started on my Oudie. I just eye-balled the turns. Sarah Arnold (acting as official observer) determined that my start and turns were within the Gold distance standard. Hallelujah!

Who says you need an expensive, fancy glider to do cross-country? Now, for that Gold altitude next....





# President's Column

## Ridge Moreland

I have just returned from a drive to/from Estrella Glider-port, south of Phoenix, where I picked up a very tired 1-26B airframe being donated by its owner, long time glider pilot Bill Prokes, to our 1-26 Foundation for resale to fund scholarships. Bill gladly helped load all onto my trailer, despite the 103-degree heat in full sun. If anybody out there in our 1-26 world needs a set of excellent and very straight wings, tail feathers, or a fuselage for major parts, contact me please. I also still have two other bare bones fuselages (no data plates though) for 1-26 Foundation resale, too. All of the above is now stored in my hangars at the Moriarty, NM airport.

Scholarships..... we have four \$1000 scholarships available to qualified applicants..... two for 18 years old, and two for any age pilot. Spread the word, please.

## Ridge - #011 and #212



## News Flash from Alberta, Canada: C-FLGN flies!

Well at long last my little glider is back in the air! Yesterday the weather cooperated to enable its first Canadian flight of 33 minutes. It flew nicely, very



light and responsive, exactly like a 1-26 should. Needless to say, much more soaring is being planned for it over the next few weeks (and years), including FAI-recognized achievements of Silver, Gold and Diamond distances of 50, 300 and 500 km respectively. Saskatchewan, here I come!

I want to thank you gentlemen for your interest and strong support over the last couple of years to help Don Keath and I to get this glider imported and flying after a rather rocky start. It is much appreciated!

Randy Blackwell — Cold Lake, AB

"Thank you, Randy.

Please send us more details about your 1-26 and all about who helped you out. We'll get it published and help spread the word about keeping our 1-26's flying around the globe!"

Editor



# 1-26 News Notes

## Bertha Ryan (1928-2023)

A talented, award winning, soaring and aeronautical engineering pioneer died May



18, 2023. Bertha was instrumental in helping grow the SSA and also in founding the Womens Soaring Pilots Association in 1986. Quoting from

the National Soaring Museum Bio (A Soaring HoF inductee in 1972), her professional employment includes MIT, Douglas Aircraft, NASA at Edwards, the Navy at China Lake and the DCS Corporation. At NASA she worked with the lifting body project as a way astronauts could fly back from space rather than descend in a capsule. She held a Commercial Pilot Certificate for Glider and Airplane SEL, Instrument rating and earned one of the first M2-F1 and M2-F2 Lifting Bodies CFI-G's issued (1955). She can be considered a "Rosie the Riveter" having worked for Raytheon while in high school during WW II. Bertha got into soaring while studying at MIT in the early fifties, adding a soaring rating to her flight credentials and eventually moved to Santa Monica, CA for

work and flying. She built a kit 1-26A #44, which first flew in July 1956. Truly a great person, pilot and soaring friend. She will be dearly missed.



## 1-26 Marion C. Cruce Trophy

The Marion C. Cruce Trophy is a large sterling silver punch bowl (with tray and cups), that is a perpetual trophy awarded each year to the 1-26 Champion, the highest scoring individual entry in the 1-26 Championships.

Donated to the 1-26 Association in 1966 by Mr. and Mrs. Cruce, this has been a traveling trophy kept by the annual champion and turned over each year. Owing to its age and, increasingly, its historical value to our 1-26

soaring legacy in this country, the 1-26 Association determined that it needed a safer home. With the help of the

National Soaring Museum in Elmira, NY, it has been agreed that it could be put on indefinite loan to be displayed at the Soaring Museum. Going forward, individual champions will receive a cup in the fashion of the Trophy as an award for winning.





## 1-26 Association 2Q2023

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