

The 1-26 Association Newsletter

4Q2023





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 2023

Happy Holidays and Happy New Year to 1-26 Association members, friends and families. With the addition of a 1-26 Glider Pilot Group on Facebook, thanks to Curt Lewis, we have improved visibility to members who use that media. Also, we have the 1-26 Association Group on Google Groups, which allows for greater membership outreach for questions, comments, pictures and stories. That helps the newsletter, too, since the editor can capture images and story threads to include in the quarterly issues that reach all members. Keep sending your notes and write ups to my email address and please accept my profound thanks for your submissions as it makes for a greater collection of interesting and, we hope, useful details. Past editors have been a great help. Dan Ernst, Gary Swift, John Walker and others all contribute invaluable content and support. This issue has newer contributors as well. Please consider their example and add your stories and news items as we gear up for the 70th year of the SGS 1-26 gracing our lives and our skies. There is a new book out by William G. 'Bill' Hill called On Riding the Wind, which is about his lifetime of flying. Bill is well known in soaring circles, but he has had a colorful career in air traffic control, instructing and being a First Officer for the airlines not many know about. Use Bill Hill's efforts to write about his flying as an inspiration for you to write about yours. That will make memories for us all.
Paul Esser—Editor

Cover: 2013 1-26 Championship photo at Moriarity by Karen Jousma

Center: Bill Vickland 1-26A #238 at Wright Brothers Memorial, NC

Back Cover: Ron Schwartz in 1-26E #680 - short final, Blairstown, NJ

Below: Patrick Frick #432 1-26D Zephyrhills, Florida



1-26 Tail Dolly Notes

Mark Palmer #182

One of the minor annoyances of owning a 1-26 is the difficulty sometimes in moving it around. At our field, moving our ship from its hangar to the flight line usually involves a tow behind the golf cart and a number of turns to arrive at the launch end. If I'm by myself, each time I turn the ship I have to leave the wing and push down on the nose to lift the tail to get the tailwheel off the ground. Having a tail dolly would be a great help.

In the Fall 2023 issue of Bungee Cord, the Vintage Sailplane Association newsletter, the VSA President, Jim Short, gave a shout out to his friend Ron Elpers for constructing a tailwheel dolly for Jim's SGS 1-19. Jim included a few pictures. After looking at them for a bit, I thought I might take a crack at making something similar for our 1-26A.

The basic tail dolly, as designed by Ron, consists of a wooden box open on two sides. There is a hole that enables a pin to attach the dolly to the tailwheel mount and there is a castoring wheel on the aft end. After a lot of measuring around the tail area of 182, I came home and sketched out some plans. Then, using some scrap 1/2" birch plywood I had lying around, I built the basic box. It measures 6" long by 3 3/4" wide and 3 3/4" high. The width was driven by the length of the tailwheel axle bolt. A 1/4" hole was drilled through the sides for the retaining pin. A 1/2" hole was drilled for the castoring wheel, which was retained with a nut. I put a large washer on the bottom between the box and the wheel to help spread the load.

The finished prototype is shown in Figures 1 and 2. The dolly is attached by a 3 1/2" hitch pin like the one that I use on my trailer. The wheel is a 3" solid rubber castoring wheel from Harbor Freight.

The initial fitting went well, but I discovered a flaw. If the nose is on the ground, the wheel swivels down (expected) but when the tail is lowered again, the design causes the dolly to try to swivel forward (not expected). While contemplating the problem, a club member who stopped by suggested gluing some foam to the nose to keep the dolly from swiveling too far. Looking around the hangar, I spotted some pool noodle foam. I cut some to fit and attached it to the dolly. Voila! It looks funky, but it works.

The initial tow trials went great. 182 was towed to the end of the runway smoothly, and without incident. At the launch end, the dolly was removed by unhooking and removing the hitch pin. An advantage to this dolly is that it is small enough to fit in my back pack.

The dolly is simple to build and can be constructed in a short amount of time. Although my version is for an A model, it should be simple to modify it for later models. As Winter has descended here in Colorado, further testing will have to wait until warmer weather. In the meantime, I have to add "DOLLY OFF" to my checklist!



Cal's Last Stand

Cal Tax #057

I NEVER LAND OUT. Well, I never INTEND to land out, but it pays to be prepared for that situation. **IF** you find yourself low, scratching for lift, out of altitude and ideas, cursing your judgement, looking for other gliders, birds, flying debris, wishing you had an engine, etc,(...Welcome to the 1-26 world!!!) then you know what I am talking about.

I know plenty of other 1-26'ers that *occasionally* land out and this could also happen to you. If you plan to fly in our Annual contest in Hamilton, Texas, coming summer (can you spell "Heat Stroke"?) this tool might be a small help.

When rigging the 1-26 there are usually plenty of helpers available. But my trailer, and many others I have seen, does not have a "Dolly" to hold up the fuselage after it's off the trailer. So, three people are needed, only briefly, so one can hold the fuselage upright while two others handle the wings. Not a problem at the home field, BUT you may be a helper short if you find yourself landed out in a nice field but with only your retrieve driver and trailer showing up.

This simple solution will cost you \$10 or less and could save your stabilizer and glider from any damage. Just get yourself piece of scrap **one inch OD thin wall EMT steel tubing**. You can buy it at Lowe's or other building supply stores if you can't salvage a piece. Three feet (36") is plenty long enough. I used



this because it is easily bent and easy to work with, very common and inexpensive. You might find something

else, but I would not use PVC as it might be too flexible.

Find a tubing bender or borrow one and measure enough to go about six to eight inches into the rear spar tube where it exits the fuselage. Put a 60 degree bend into the

tube so it will work like a bicycle kick stand. The angle isn't important. Next, drill a hole in the tube so you can put your rear spar pin or bolt in it **to hold the tube 90 degrees so it can't fold up**. Cut the tube so the glider remains upright and level when it is held at 90 degrees to the ground. I put a rubber table leg cap on mine but that is not necessary.

Now all you need is piece of rope, line, tie down line, etc, and attach one end to the cockpit rollover tube and an old screwdriver or tent stake to hold into the ground. If you are on pavement



your trailer hitch is heavy enough to keep it from sliding over.



That's it. Now you can rig/de-rig with just one helper and worry about finding that "Dolly" to give you that extra hand after you get back home.



My Birthday Gift

Cal Tax #057

Soaring has been very special to me and the sport always comes up with some unexpected surprises.

October in Tennessee means the Annual Oktoberfest Glider Celebration at the famous Chilhowee Gliderport, hosted by my friends, World Soaring Champion Sarah Arnold and husband Jason.

I was flying my trusty 1956 Schweitzer 1-26 glider today, old "057", while I searched for a thermal to gain some altitude or else I would be forced to land back at the field.

All of a sudden, something white and black caught my eye going by underneath me and I immediately turned to follow it.

Could it be??? YES! I spotted a large soaring bird turning in a circle just ahead of me now and I latched onto him and got very close. Glider pilots always look for soaring birds because they can find thermals better than any human. But this guy was something special!



It was a large Bald Eagle and I just could not believe he was letting me share the thermal with him. He did not seem to fear my presence and he just found more and more lift and I clung to his tail and followed him like a shadow. Soon we gained about 2,500 feet circling and climbing very rapidly at a rate of over 500 feet per minute. He (I decided he was a male) was well aware of me behind him and we both seemed to

be flying at the same speed of 40-45 mph. I could get very close to him and sometimes was only 15 or 20 feet away but he never dove away or tried to avoid me. After several minutes he just turned West and flew away across the valley. It was clear who was in charge here. No, I did not get his tail number.

What a thrill it was to find one of these beautiful masters of the air. To share the sky with him was just an experience that only a glider pilot will ever have and a very rare one at that!

I have been flying gliders for 45 years and a pilot for 66 years and have been all over the world and experienced many different places, weather and cultures. As a USAF fighter pilot, a veteran of the Vietnam war and a commercial airline pilot, I have logged over 27,000 hours of flying time but these few minutes had to be one of my most memorable and unique moments. I've seen eagles in the air before and many other soaring birds but never have I shared the air with one as close as this.

I will be 81 years old this week and this was a birthday gift that I neither expected nor even dreamed of.

You often hear the saying that you should "Soar like an Eagle" and now I can say "***I Soared WITH an Eagle***".



Airborne with Photoshop

Sent in by Jeff Friend

I saw my 1-26 and JD Model 110 in the (most recent), newsletter. I should have had the port wing up instead of on the ground; it would've been a better photo. I've



attached my favorite photo of me in my glider. I told Steve Rasmussen that I wanted to get a photo of me flying my glider in the evening, when the light is better for photos. He said it'd be too dangerous and it could not be done. I told him that my youngest son, Scott, and I could safely get the photo I envisioned. The first thing Steve said when I showed the photo to him (it's been the same reaction from everyone I've shown the photo to) was 'WOW! How'd you do that?!' The assumption is that we took the photo from the air, but that's not the case. We pointed the nose of my glider towards the setting sun, then



rolled it up onto a small ramp. I climbed in while Scott held the tail. He carefully lowered the nose onto the ground, where it rested on the nose skid. We waited for the light to be just right, and then Scott took the photo. He used his Photoshop skills to put the glider and I into the evening sky, but it was really less than two feet off of the ground. I got the photo I wanted without putting anyone into a dangerous or risky situation.

#219 Is Airborne Again!

Sent in by Ernesto Camaraza

Good Morning from Homestead, FL!

Last year a listing on W&W revealed that #219 was looking for a new home. I saw the listing, but being preoccupied I passed. This year, the listing comes up again and I decide to reach out.

After a few weeks of back and forth emails, I put a deposit on it and made my way to Marshall, Michigan and brought #219 home. I quickly found myself moving fast to purchase consumables and other small parts to get #219 airborne again and it finally happened two weeks ago.

It took a small village. K & L Soaring, Paul Agnew and my A&P, I/A's were more than helpful. When rigging was quickly approaching, Jeff Friend came to the rescue with a very nice and detailed annotated photos and even a video. Thank you all for your support!!



Coming Home

By Ron Schwartz—Blairstown, NJ

Dr Jack's forecast for the day was optimistic: 300fpm to 5000, NW winds in the high teens, temp on the ground nudging 40F and chance of OD throughout the afternoon. That's just about what happened. Had two good climbs right after release and decided to go for a round trip to Hawk Mountain and back to Blairstown with sight-seeing my stated objective.

The run to the southwest was just that. The ridge was working well and the visibility, except for the very scattered snow showers, was 50+ miles. Three miles short of Hawk things began to change. The snow shower I was heading for dissolved as I reached the last flakes and so did the liveliness of the ridge lift. Undaunted (I have a deep seated belief in the saying "you gotta believe" when flying the ridge) 680 slowly settled down towards the trees. Still at a comfortable height above them, I circled the turnpoint and expected better conditions northbound. It wasn't to happen. Rounding the last remaining bump of well formed ridge and looking up at a very shallow uninviting slope it was time to retreat to the better shaped terrain and hope that conditions would improve.

The first mile was not encouraging. I was now at the lowest point of the whole flight and seriously checking out available fields. Then somehow, I don't know why, the ridge came back to her old self, buoyed me up to a comfortable working altitude and, with a few minor non-threatening lulls, and I scurried back to the safety of our local ridge and beat the fast approaching sunset by 15 minutes.

I couldn't ask for much more: mostly solid ridge conditions, lots to see, a short lived but surmountable scare to make things memorable and a gorgeous sunset to end it all. It was a great day!

Thanks to Andrzej for company, Tom for the tow and Rich Amon for taking my picture.



Becoming One with a 1-26

By John Walker

Happiest days of our lives were at the USAF Academy, learning to fly from Lew Neyland, and buying 599. Luan and I flew #599 (N126MD) for 23 years. Luan flew it to her Diamond Altitude - 32,000 ft

I was pretty comfortable flying 599. When you learn to fly, take for example making a 90 degree left turn. You roll left to whatever bank angle you want- say 45 deg. You apply a little back stick and neutralize bank and actually put just a tad opposite. You put in some left rudder to coordinate your turn. (and as Lew Neyland admonished, "I want that yaw string 'NAILED, I say NAILED' to the center."). You carve the turn and roll out on heading.

Lew was hard over on precision - like putting your wheel down on a handkerchief when landing. I said how about a bath towel? Lew said, "Nope. Handkerchief!" After 2 years, there was a black mark 6" wide and 2' long on the right side on the top of the 2 on 26. I was the only one who did that. But that is a related aside - something easy enough to prove.

As you get comfortable flying, you just fly naturally without thinking of the mechanics. But one day, I looked over thinking I wanted to head toward a cloud and BOOM. I was there. WHAT? What just happened? It took a couple more flights before experiencing it again. And it never happened with any other of the dozen or so planes I have flown.

You hear about people opining, "I strapped my plane on and...". NAH! I BECAME the plane with 599. It was more than me being able to make her do what I wanted; it was WE could do what WE wanted to do

Example: at a camp at Westcliffe, CO, I had called base when another fellow called in, "I'm very low east of the field and coming straight in". I hit the radio, "I'll clear."

I turned final in a 60 degree bank, full right rudder with full spoilers and dive brakes out FULL SLIP. I kicked her out just a few feet above the ground, wings level, soft landing, full brake and rolled off. A fellow on Ops walked up to help me push back the 50 yards to the staging area. He exclaimed, "(epithet deleted), I thought you were going to land a mile down the runway to clear for the other guy and THEN I was SURE you were gonna crash coming down like a rock. I didn't know it was possible for you to do that." I said, "We knew we could do it".



ACHIEVED BY UNLIMITED RESOLUTION AND UNCONQUERABLE



Bill Vickland at Arlington National Cemetery

By Dan Ernst

October 25th was as beautiful a day as you could ever imagine. The clearest blue skies looked over the immaculate and solemn Arlington National Cemetery. The soft autumn sun gently warmed those gathered as the family and friends of Bill Vickland saw his ashes join his wife and dedicated crew, Joan, in the Columbarium. Since it had been one and a half years since Bill passed, and emotions and loss had since been dealt with, this was truly a celebration of a life lived to the fullest.

Arlington National Cemetery is a special place. It is lovely and calming in contrast to the violence many of those memorialized there endured. The Air Force Honor Guard was sharp and performed their duties with respectful, deliberate speed. The chaplain did an outstanding job of memorializing Bill with plenty of respectful humor which would have suited Bill. The Secretary of the Air Force representative had very kind words. Although they do this day after day, the military members and the civilian staff make every burial special.

Bill had a wide circle of friends, especially a number that he and Joan made during their years of Peace Corps service. Also, as one might expect, an extended family, although the numbers of both had been winnowed by the passage of time...Something that comes with the territory when you live to be 91. After the ceremony most attendees travelled to Bill's son Scott's home in Falls Church, a few minutes from the cemetery. As is usual with any Vickland gathering there was good food of many ethnic varieties and the kind of beverages that would be suitable after a good day of soaring. I am sure fond memories were shared far into the night. Bill made an impression on many.

By any measure Bill had a long and productive life. He was 91 when he died and had been leading an active life. And I mean an active life, not just active for a 90-year old. He was robust all the way into his 90's (not that he didn't have his share of aches and pains) and was ill for only short time before he passed. His impending mortality did not deter him from racing to complete work on a Citabria that he and his friend John Ayers were restoring. He was soldering instrument panel connections in a hospital gown just

days before he passed.

He also had a very long flying career, both powered and gliding, and flew his last powered flight on 24 October 2020 a few weeks shy of his 90th birthday. On that day he dispensed altitude to 13 glider flights towing in the Skyline Soaring Club Pawnee.

His ship, a 1-26A, #238, left the Schweizer factory on January 15th 1964. Bill and Joan ("I bucked every one of those myself," Joan told me) assembled it while in their home state of California and it was completed in May 1966. Bill flew a formal test flight, presumably with an FAA inspector present, and received a Standard Airworthiness Certificate that day. He capped off the day with another 1:30 flight. Joan also subsequently flew it, but then retired from flying when she was pregnant with their first son. Bill would continue to rack up the hours on 238 with only a lull from '68 to '71 when he was in Guyana in the Peace Corps. He flew his first contest in June of 1973 and participated in some 40, 1-26 contests. He earned his Diamond badge in it with all of the distance tasks being in Virginia and the altitude leg in West Virginia. He joined the 1-26 Association Roll of Honor by earning all of his Diamonds in a 1-26 and he did it in the lighter conditions of the East Coast. He made some 250 land outs (that he logged) and damaged it several times. I feel it's safe to say that no one else accomplished all of this in a 1-26 that they assembled. In the end, he flew it the last time on October 1, 2019, just short of his 89th birthday and put 1500 total hours on it. In a spontaneous act of generosity typical of Bill, he gifted his ship to Neal Palmquist and his club to restore and use to teach new 1-26 pilots to fly cross country.

Bill was very active in the 1-26 Association and held most of the positions of responsibility at one time. He also received most of the awards. Bill was energetic and had a can-do spirit. He contributed mightily of his time and treasure to the Association and helped many a 1-26 pilot and owner. He was generous and cared deeply. His work as a humanitarian deserves a book of its own. So Bill is gone, but he will remain in the hearts and minds as long as those of us who knew him remain.

Thanks to Piet Barber for info on Bill's flights at

Vickland (continued)

Skyline Soaring Club, and to Neal Palmquist for mining the data in 238's logbook.

This 1-26 Newsletter Center Pages show Bill flying #238 as he represents the 1-26 community at the Soaring 100 celebration at the Wright Brothers Memorial at Kitty Hawk NC



Bill in 238 with open cockpit at Burner Field during a 'Skyline Away Day'.



Bill in his garage in which he restored several 1-26s, a 2-33 and worked on 238 and many other 1-26 in need of his healing hand.



Above is Bill with a family of cheerful lads who helped him disassemble 238 after his landing in a horse pasture somewhere in Maryland.

Bill and Joan at 2013 1-26 contest with a rainbow after a rain shower in Moriarty, NM



Arlington Honor Guard fires the salute (below)



Representative of the United States Secretary of the Air Force presents the flag to the family



Remembering a First Solo, and more!

Sent in by Randy Auburg

My first solo in a 1-26 was at a Civil Air Patrol National Glider Academy at Reno-Stead, August 7, 1967.

I was 16 and did not have a driver's license when I reported for the encampment. My pre-solo checkride was on my 19th flight and the check instructor rated my performance as average. First solo was on August 26 on my 20th flight.

I soloed N2715Z Serial #250 the next day on my 27th flight. Remember, these were the good old days. My "C" badge came the next day on my 30th flight. One of my strongest flying memories was on my first 1-26 flight. I did a stall and as it approached and the left wing dropped, just a little. I knew that I needed rudder and couldn't remember which one. A gentle poke of the left rudder taught me a quick lesson. Thankfully I was ready to correct the problem with only a quick scare. Everyone on the ground poked fun at me though when I admitted my mistake.

I didn't do any additional glider flying until the summer of 1972 when I began towing for Southwest Soaring at San Marcos, Tx. The following summer I earned my CFG at Southwest Soaring at Rockwall, Tx and moved over to Caddo Mills with them before leaving for graduate school.

That brought me back home to Midland, Texas where I was fortunate to fly for Roy Schleymeyer. I was lucky to have been around Wally and Wally II Scott, Alex Aldott, Neal and Dr. Muxworthy, and others.

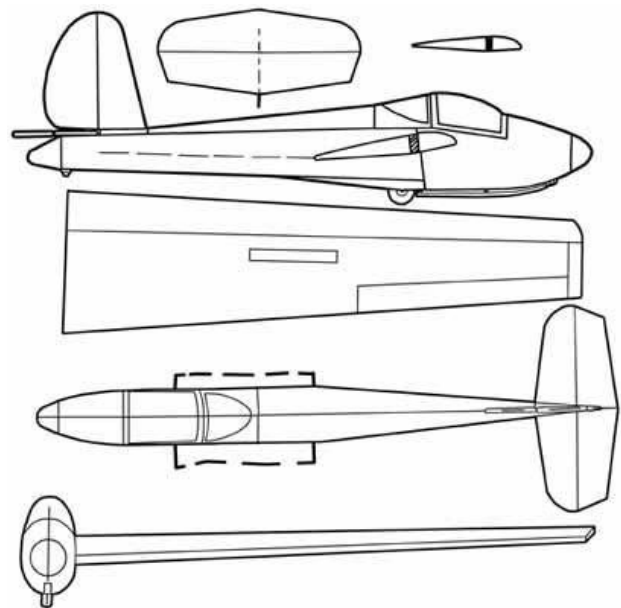
After another idle period I began flying again with Juan and Skip Batch at Eagles Nest Airport in Midland, Tx. There I was fortunate to set 3 Region 10 1-26 association records; Senior and Open class Absolute Altitude (16,700') and Senior Gain of Height (12,100.) I think that Joanne Shaw is the current holder of the Region 10 Open altitude record.

From there I bounced around with Ron Nelson at Skywest Airport in Midland, Tx and then Odessa Schleymeyer. That was followed by a stint at Hobbs

Soaring and Permian Soaring in Odessa, Tx. For several years I was privileged to fly in several Civil Air Patrol academies. That gave me the chance to pay it forward to the CAP and flying with the cadets was a lot of fun and very rewarding. I had to give up the encampments to work and other seemingly endless conflicts.

From there it was on to a Sonex Xenos in partnership with Robin Donnelly. We have upgraded to an ex USAF Academy AMT 200s Super Ximango. It has taken a couple of years to get issues with it sorted out and there are plans for it in the future.

The Hobbs Soaring Society had a 3 day Labor Day weekend. I never forgot how great the flying is at Hobbs and how it is more fun to fly with a group. The club is excited about the SSA initiatives to grow XC soaring opportunities and we are making plans to revitalize the club. The 1-26 fleet is growing within the club and we are looking forward to a great summer. The Ximango will be used to help with initial training. I was given rides in the towplane early on and that speeded up the learning process. The Ximango can be used in the same way. Hobbs has always favored 1-26's in large part due to Charles and Joanne Shaw and we have a group that is poised and ready to go for a great 2024. As for me, it seems that I have always been either towing or instructing and there are still some badges that could and should be earned in a 1-26. This may be the time to go after them.



A 1-26 Barbenheimer Connection?

By Dan Ernst

Unless you have been living a blissful life under a rock someplace, you have undoubtedly heard of the recent blockbuster movies "Oppenheimer" and "Barbie." I can't think of two more disparate motion pictures than those two; and yet, some people with time on their hands thought watching these two movies back-to-back would be interesting, and lot of people did just that. Well, the 1-26 community has its own Barbenheimer story.

Back in the day, four amigos flew their 1-26s almost every weekend in Northern Virginia. They were Bill Vickland, Bob Collier, Dudley Matson and Al Dresner. Al had been a Navy patrol pilot in World War II and later flew power planes as well as owning a couple of gliders. In post war Washington, D.C. Al met and married Barbara. They led a fairly quiet life except for all of the 1-26 flying. Al became a nationally recognized authority on kitchen design and remodeling and Barb worked in retail in various department stores around Washington area, sometimes meeting First Ladies and other famous people. Oh, and they raised four sons.

When Joan Vickland passed away in 2015, Barb came to a celebration of Joan's life at the Vickland home. After the remembrances, Barb, still sharp in her later years, was talking with a small group and dropped the fact that she had been a secretary on the Manhattan Project. Furthermore, immediately after the Trinity test, she had taken lengthy dictation from Dr. J. Robert Oppenheimer on the project. And she said, she still had many steno pads of her shorthand notes in her attic! Say what? Those must have been some of the deepest secrets of the U.S. at the time! Barb was very matter of fact about it. The transcript is on the Internet, she said. She did it as an oral history for Historic Chevy Chase. Here is a worthwhile link: <https://www.historicchevychasedc.org/oral-histories/barbara-dresner/> The interview took place on September 17, 2012.

Barb's oral history is honest and frank. It is history in the raw. She provides an interesting and informative peek into the day-to-day life surrounding the

management of scientific efforts in what is sometimes called "The Wizard War." Barb came to Washington to do her part to win the war like the Rosie the Riveters did. That she ended up in the front office of the epicenter of the American scientific war effort was unscripted. She met many of the brightest scientific minds and senior military leaders of the day, including General of the Army Dwight D. Eisenhower. (Read what she has to say about that!)

Many young women supported the war effort from mundane administrative positions all the way to the more exciting and dangerous contributions of the WASP pilots. To get a good feel for this and get a look at another side of the Manhattan Project, look for "Girls of the Atomic City." It details the accomplishments and trials of many women that were brought to Oak Ridge, Tennessee to work at the enrichment of uranium for the bomb. Post-depression era, many people were eager for the paying jobs the war effort brought. Let's say that standing up a huge industrial effort in the woods of Tennessee had moments that ranged from heroic to comical.

If you invest the time to read beyond Barb's wartime experiences, you will find a story that reflects the hundreds of thousands of men and women returning to continue their lives. I suspect relatively few just picked up where they left off. Their fortunes and they themselves were changed. Barb met Al and didn't return to Williamsport, PA where she grew up, for example. But after fighting in combat and witnessing the dawn of the nuclear age, they went on to lead normal lives. They built businesses and raised families. She only mentions Al's glider flying in passing, but I think it is worth a read.

Barb passed away in 2020 at age 95.

So there you have it. Barb Dresner and J. Robert Oppenheimer- Barbenheimer. It may be a bit of a stretch, but I hope you will have enjoyed this tidbit enough so that you will go read more of Barb Dresner's history. It's worth it.

Sport Canopy Musings...

Randy Blackwell #367 Edmonton Soaring

Sport canopies? ...just plane fun!!

I have no evidence, but little doubt that they knock the 1-26 performance numbers down a notch or two, which likely makes them a non-player for ambitious XC flights or competitions. But where fun is the main goal, or even for modest ambitions like Silver legs, they can't be beat. I've even found that they offer advantages over enclosed canopies: better viewing and fresher air.

John Walker – Retired 1-26 pilot and 1-26 Newsletter Editor

Hi everyone. As both an aerodynamicist and rocket scientist, I think the sport canopy is cool for local flying. And I certainly realize that a sport canopy would cause a slight increase in Drag Coefficient.

I received Diamond Altitude at 31,000' msl having been told by our instructor it was mandatory to read Mark Palmer's book on wave flying. Thanks Mark. I really tried to break Jo Shaw's 65mph 150 O/R record. I flew over 150 km in wave but since the last 3 miles to the northern turn point was undercast, I chickened out. It was fun pushing along at redline (110 mph in our E) at 17,500' msl. My speed averaged about 135 mph over the ground. The third I want to mention is my Diamond Goal.

Those three flights would have been more difficult with a sport canopy, particularly at -50 degrees F.

Below is Pete Donath's #309 with sport canopy



The 1-26 Association 2024 Election Results

The 1-26 Annual Election completed when the voting closed on December 10, 2023. As of January 1, 2024 here is our new 126 Association Board of Directors.

President — Paul Agnew (newly elected)

VP-Eastern Division — Charles “Chip” Haskell (newly elected)

VP-Central Division — Lance Grace

VP-Western Division — Pete Donath

Secretary/Treasurer — Steve Barry

The Association and all its members are grateful to have Paul Agnew as our new President. We look forward to his leadership in 2024 and beyond.

A very special thanks goes to to Chip Haskell for filling the role of the Eastern Division VP.

Thanks to Lance Grace as the Central Division VP and Pete Donath as Western Division VP and their continuing service for another year.

This will be Steve Barry's last year as the Secretary/Treasurer. After 6 years it will be time to let someone else have a crack at the old books!

Congratulations and thanks to all these folks who are volunteering to give their precious spare time and energy to keep our unique sport alive and growing in 2024!

Sincerely,
Steve Barry
126Treas@gmail.com
Secretary/Treasurer
1-26 Association

President's Column

Ridge Moreland

This note marks the last of “reporting” on 10 continuous years serving on our Association’s Board—five years each as VP and then President. That was way too long in office, but like my predecessor Wick, I wasn’t going to just casually pass the mantle of responsibility on to just any willing body; hence I continued until the right person stepped up. Your Board has worked too long and hard across recent years to now “go backwards”.

In no way self complimenting, but if/when any member says a thanks to me, I remind them that for the last several years of the Board’s interactions, it has been a wholly GROUP effort, and never a “one man show”. I adamantly make the case that our focused Association is now a successful and very visible SSA Division because of the 24/7 work of your Newsletter Editor, Paul, and your Secretary/Treasurer, Steve.

Paul (2022 Per Ardua recipient) brought his career professional printing expertise to enhancing the newsletter to even beyond the superb editorship of his predecessors, Gary Swift and Dan Ernst. The newsletter is personal to him, and via countless to/fro phone calls between us, he’s always, always working on improvements to its

quality and depth. For many of our members, the newsletter becomes their only connection to the 1-26 world and lifestyle, so Paul ensures that one and all “get their money’s worth” quarterly. Help him to entertain and inform you by sending him your notes, articles, and photos!

For my money, Steve is THE glue that makes this Association stay on an even keel. Over the years, he’s kept me immediately informed and up-to-date on factors I often knew little about, or that I just needed answers or suggestions for. I truly believe 100% that without Steve’s unsung daily admin and constant monitoring of the Association’s health, that this Association would implode immediately. HE is that critical to your Association. My role model. Period.

Send a sincere note of thanks to THEM, and not me. While our beloved 1-26 passes thru the 70 year first flight anniversary mark on January 10, 2024, I will now quietly fade into the sunset—as one even older than any 1-26s. **Ridge**



1-26 Association 4Q2024

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by sending your comments to the
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