

# **The 1-26 Association Newsletter**

## **Winter 2025**





*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.

## Winter 2024-2025

Many of us can, and will often, compare notes on what we did over the Winter months when much of the country has set aside soaring operations as the earth rotates a few months and the Sun spends more time down under than we would wish. Some will travel South to find soarable weather. Some use flight simulators like Condor to safely practice for hours and even compete among peers with the same set ups and systems. A few go to their hangars or garages to do maintenance or restoration work on their own or club gliders. Others, like me, hit the books and use online classes to study and catch up on currency requirements or new certifications. It all just adds up to making good use of our precious time while we wait for the new 2025 season to start up closer to home again. Here in the newsletter world of 1-26's, we review some of last (and past), years' records and events. 2025 will have the 1-26 Championship contest coming up at Merlin Aerodrome, Virginia in early May. If that's within driving range for you to participate, we strongly encourage more pilots to fly in or crew for the contest. For those members sending in any write ups on your flights, 1-26 restorations, stories and pictures (and more, more!), we give thanks and applause. For our 1-26 Association President, VP's, Secretary/ Treasurer and Webmaster, new and existing members, we stand up and cheer for all your work that keeps the joy of 1-26 flying life alive and prospering. Keep those timeless 1-26's flying!

Paul Esser—Editor

*Cover: Restored 1-26A #015 landing at Osceola, WI in Fall of 2016*

*Center: George Powell - Hawkeye over Hot Springs Peak, CA in 2014*

*Back Cover: Curt Lewis's 1-26A #216 with 1-26 Assoc banner display*

*Below: #021 - Chip Haskell stays cool with a 1-26A Sport Canopy*





# 2024 1-26 Sweepstakes Results

With the same number of pilots (16) as in 2023 we had more flights in 2024 (80) than we had in 2023. The top two classes, Diamond and Gold, showed the usual suspects flying their top flights. The Bronze class showed two new pilots to the Sweeps this year, which is encouraging.

**Diamond** — Jim Neff and Garry Dickson maintained their First and Second place standings in the Diamond Class Western Division. Andrew Askwith continued in 2024 as the winner of the Diamond class in the Central Division with the second highest Best of 6 for the year. Jim Neff picked up a solid second place using his flights at the Championships. Ron Schwarz added another Diamond Class Eastern Division first place finish in 2024 to his massive collection with Catherine Williams also adding a flight.

**Gold** — Lane Decker and Steve Barry were so close in the Western Division in Gold Class that I am declaring them both **tied for First Place!** Lance Grace was again first in Central Division. He was joined by Kristin Farry who was close behind in second place. And again this year there were no entries from the Eastern Division.

In **Silver** Class, first place in Central Division was taken by Pat Murray, second was Dale Briscoe and third was Randy Auburg. In the Eastern Division Philip Du Plessis was the only participant for an easy first place.

The **Bronze** Class had 2 pilots post entries. Richard Schwemmer accomplished his flights in the West Division and Judith Galbraith made her flights at the Championships in the Central Division. I hope to see many more flights from each of them in 2025!

**Congratulations** to all of our winners in 2024. I hope to see you all come back in 2025 with more outstanding flights. Be sure to enter each and every flight in the Sweeps just before you enter them on OLC. It's very easy. **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! Sheriff Jay MacDaniel

## Diamond West

Pilot	Best 6 Total	# Flights	Longest
#1 James Neff	436.78 SM	2	268.74 SM
#2 Garry Dickson	298.08 SM	2	188.73 SM

## Diamond Central

Pilot	Best 6 Total	# Flights	Longest
#1 Andrew Askwith	554.00 SM	7	113.47 SM
#2 James Neff	418.85 SM	4	121.09 SM

## Diamond East

Pilot	Best 6 Total	# Flights	Longest
#1 Ron Schwarz	950.71 SM	10	316.16 SM
#2 Cathy Williams	37.70 SM	1	37.70 SM

## Gold West

Pilot	Best 6 Total	# Flights	Longest
#1 Steve Barry	381.79 SM	5	95.91 SM
#2 Lane Decker	381.04 SM	4	144.10 SM

## Gold Central

Pilot	Best 6 Total	# Flights	Longest
#1 Lance Grace	392.16 SM	10	95.71 SM
#2 Kristin Farry	382.69 SM	6	81.92 SM

## Silver Central

Pilot	Best 6 Total	# Flights	Longest
#1 Pat Murray	532.89 SM	6	95.91 SM
#2 Dale Briscoe	477.46 SM	8	138.68 SM
#3 Randy Auburg	261.79 SM	5	96.38 SM

## Silver East

Pilot	Best 6 Total	# Flights	Longest
#1 Philip Du Plessis	46.84 SM	1	46.84 SM

## Bronze West

Pilot	Best 6 Total	# Flights	Longest
#1 Richard Schwemmer	287.14 SM	3	101.96 SM

## Bronze Central

Pilot	Best 6 Total	# Flights	Longest
#1 Judith Galbraith	313.70 SM	5	95.24

Thanks again to all who entered flights this year. Let's be sure to have a safe and fun 2025 in our 1-26's!

*-Sheriff Jay*

# 2024 Dust Devil Dash: A 1-26 Gives It A Go



I have been involved in the Southern California (SoCal) soaring community for less than a year now. Being part of this group required a lot of emailing and already two trips to **Mountain Valley Airport (MVA) in Tehachapi**.

As many of you are already aware, MVA is an excellent soaring spot, nestled in the pass that runs from

Bakersfield to Mojave, right at the southern tip of the Sierra Nevada's. It is a good place to catch the Sierra Wave or ride thermals emanating from the bare desert below. MVA is also home to a sort of informal west coast grouping of VSA members who many of you likely already know through IVSM or the Facebook page.

Through my VSA membership I became aware of the **annual Dust Devil Dash**, an old-fashioned straight-out distance competition with no return flight.

The objective is to get as far away from Tehachapi as possible and send a postcard back from where you land. In the past, pilots have gotten as far as Idaho Falls. Last year's champ, Ben Hirashima, made it to Calexico, using ridge lift, all the way down to San Diego county. The prize for winning the dash is a custom t-shirt. I decided it would be awfully fun to ride along with a competition crew and document the experience.

With a mandate to focus on vintage ships, in early September I joined the crew of **Todd Schultz** and his father, **Phil Schultz**. I had met Todd previously at the

western Vintage Meet on Memorial Day weekend. Todd was to fly his **Schweizer 1-26C** that he had restored himself, a gorgeous example in red and white.

I left San Diego at 4:30 a.m., under the cover of darkness, in time to enjoy a beautiful sunrise over the Mojave,

arriving at MVA around 8 am, just in time to catch up with the usual Tehachapi crowd before the 9 a.m. crew briefing.

The day seemed promising, with the competition meteorologist indicating excellent conditions for a trip to the north. Bands of underdeveloped cumulus backed this up. But by early afternoon, the clouds remained underdeveloped, and Todd, who had managed to get up to 10,000 feet along the ridge just south of the airport, was stuck working another ridge just to the north for three hours. Phil and I sat south of Inyokern waiting for news; the call finally came to come and pick them up in Mojave. Todd had managed to pack forty miles of back-and-forth flying into around ten

miles of actual travel. Still, it was an excellent experience for me, and having legitimate business at Mojave airport is a childhood bucket list item I can now tick off. As I had also requested Sunday off work, I now managed to pack in a full day of trainspotting between Caliente and Mojave before heading back south.

**By Ben Lazerson (photos by Josh Knerr & Ben Lazerson)**

**Reprinted with permission courtesy of the author and Vintage Sailplane Association**





## Other 1-26 images at the Dust Devil Dash

Ben Lazerson met Todd Schulz along with the rest of the Mountain Valley Airport vintage crew at the western vintage regatta last May. He had more pictures, all adding to the desert setting of 1-26 vintage racing.





## 2025 1-26 Championship Merlin, VA

The 2025 1-26 Championships will be sponsored by the Merlin Soaring Association (MSA), located at picturesque Merlin Aerodrome (2VA3), in Amelia Court House, Virginia from May 7th to May 14th, with May 5th & 6th as practice days.

Merlin is a private gliderport with a 3200 foot turf runway and a hangar with offices, bathrooms and shop. Amelia County is an agricultural area

and the crops are low in May, so landable fields should be plentiful. Interested 1-26 pilots are invited to come and enjoy good soaring and fellowship. Please register early as the constraints of our field will limit the number of sailplanes participating each day are up to about 20-25.

Go to [www.ssa.org/event/1-26-championships](http://www.ssa.org/event/1-26-championships) to register for the Entrance Fee of \$400.00





# 1-26 Merchandise

The current 1-26 merchandise is available by going to our association website link [www.126association.org/product-category/merchandise/](http://www.126association.org/product-category/merchandise/). That includes the 'Timeless' art Tee Shirt, the hat with patch, the patch alone, the 1-26 sticker and pins.

The 1-26 Association has a Merchandise Manager, Leonard Morgan, who lives in North Carolina. He reports that the 1-26 Restoration Manual and Wingtips are online, but he'll send you copies upon request. Thank you, Leonard!

More shirt ideas using the famous 1-26 Laurel Leaf Logo have come from Ridge Moreland and Becky Kinder. Ideas to use on shirts to promote the association are encouraged for all members to submit as we get the word out to newer generations in soaring. One new idea (see just below), came in from Rick Schwemmer, who flies out of Warner Springs, California.

ZERO SINK IS LIFT



The 1-26 Silver Badge Pin



The 1-26 Gold Badge Pin













## Diamond Altitude in a 1-26 at the first Mt. Washington Mountain wave expedition

### Submitted by Mike Opitz—Nutmeg Soaring

Richard DuPont had flown a glider from North Conway, New Hampshire back in the 1930's, but he had never made it up to Mt. Washington from there. He flew over the Moat Mountains which rise to around 3,200' MSL just to the west of North Conway and are part of the ridge system going south from Mt. Washington and the Presidential Range.

At the 1966 annual Labor Day glider meet hosted by NESA (New England Soaring Association) at their home airport (Barre-Hiller in Barre, Massachusetts), the contest director, Alan MacNichol, said that he had an L-19 tow plane and wanted to organize an expedition to Mt Washington in order to see if there was any mountain wave flying to be experienced there. Alan had previously mentioned his interest a year prior when we had all been at Sugarbush, VT for a fall wave encampment. Because there was only the one tow plane, the number of participants would be limited. Alan invited our club, Nutmeg Soaring Association of CT, to participate. We accepted the invitation and made plans to attend with one 1-26. My father had flown around that area while performing some of his flight test duties for Avco-Lycoming, and he was pretty sure that given the right weather conditions there could be good wave to be found.

A few weeks later the weather looked like it would be good for Saturday October 8, 1966; so, the wheels were set in motion to make it happen. Bill Gaylord (non-solo student pilot) volunteered to drive his station wagon and trailer N2740Z, our 1-26B. Grayson Brown, Tom Richter, my father Rudy and I all piled into Bill's wagon around midnight Friday, 7 Oct and set out for NH. A few hours later the day dawned bright and blue. As we got near Mt Chocorua, we could see one solitary lenticular cloud off to the north. We arrived at the North Conway White Mountain Airport around 6 AM to see that the lenticular we had been observing was in fact right over Mt Washington. As we got out of the car, we heard that Roy McMaster (1-23) and Bob Salvo (H-301 Libelle) were already at 20,000' and climbing. Roy wanted to know if anyone had a 10,000-meter (~33,000') barograph because his Peravia barograph was limited to only 20,000' for altitude recording purposes. At that time no one had thought to set up a "wave window" with ATC for us yet, but the PCA (Positive Controlled Airspace) was still up at 24,000' before getting lowered to 18,000' some years later. Roy wound up landing in order to swap out barographs while we scurried to put our 1-26 together.

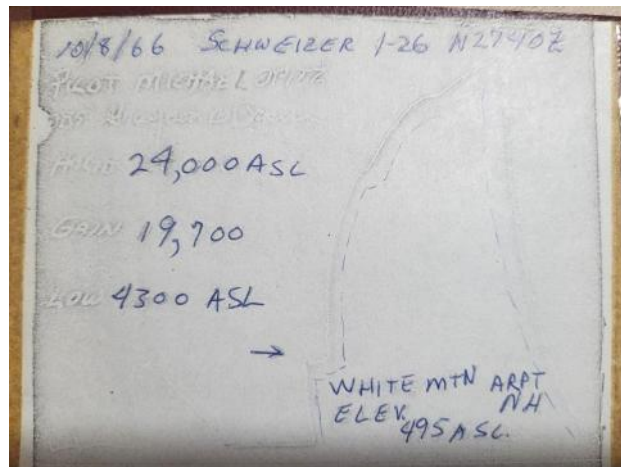
As we assembled the 1-26, we discussed the order of who would get to fly. Because achieving a Diamond Altitude gain was very possible, both my father and Grayson Brown deferred because they already had their Diamond

Altitude gains. My father had gotten his without oxygen in a thunderstorm at the 1938 German Wasserkuppe (Rhön) contest, while Grayson had gotten his at Sugarbush a year before. That left Tom Richter and me. Tom won the draw; so he went up first at around 8 AM.

We didn't know a whole lot about wave at that time. I had made three flights at Sugarbush the year before, of which two were in weak wave up to about 5,000' or so. I was 15 years old on that day in 1966. I had just finished my Silver "C" badge a few months prior in August and had made a total of 89 glider flights and logged 65 total flying hours up to that point in time.

The weather that day was a perfect fall day. It was clear with about a 100-mile visibility and WNW winds around 10 Kts. The fall foliage colors were at their peak and just fantastic. The temperature got up to about 75 degrees at the airport that afternoon. The North Conway airport was just on the south side of town, and it was about 23 (air) miles south of Mt Washington. The airport was at an elevation of 495' MSL. Our only visual indication of wave was the lenticle over Mt Washington; so that's where Alan towed us on a direct course from take-off. That's how we found out that the Moat Mountains, which merge with the Presidential Range, were generating a wave rotor which then merged with the Mt Washington wave rotor. Anticipating that we needed a gain of at least 16,500' for Diamond altitude, and a cap of 24,000' due to the PCA, Alan decided to only tow us to an altitude of around 4,000', which meant towing through an increasingly rough rotor for 23 miles.

So, Tom launched around 8 AM but was back in under 30 minutes. He had gotten off tow in strong rotor lift about 8 miles from North Conway and had fallen out. I was up next and was able to launch around 9 AM. Tom jumped in the back seat of the L-19 with Alan so that he could get more familiar with the surroundings. The tow started to get rough right after take-off, and it kept getting rougher. When we finally got to Pinkham Notch, we were at about 4,300' MSL. Pinkham Notch is at the bottom of the V shaped valley directly east (downwind) of the 6288' peak of Mt Washington. The elevation at Pinkham Notch is around 2,200' MSL. So, I was close to 2,000' AGL and about 2000' below the summit of Mt Washington.





## 1-26 at the first Mt. Washington Mountain wave expedition (cont'd)

The only land-out options below me were the field at the base of the Mt Washington auto road and the Wildcat Ski Area parking lot. The turbulence was getting severe by that point. We were heading north when suddenly the L-19 was thrown close to a 45 degree left bank while I was simultaneously thrown into a 45 degree right bank. I could see that Alan had full right controls in but to no avail. Tom was jumping up and down in the back seat of the L-19 waving at me. In the meantime, I had put in full left controls to no avail as well. It was clear that we were going our separate ways; so, I released, as the only other option was to have broken the rope. I kept the hard left controls in place and the glider kept the 45 degree right banked turn going for 270 degrees (through east and then south headings). When the nose came around facing west into the wind, the control inputs finally took hold and I was able to roll out of the turn. I looked at the vario, and it was pegged up at over 1500 FPM. I watched as I quickly climbed above the top of the peak, which had been 2000' above me a few minutes before, as it just rapidly fell away below me in now very smooth air. I was flying around 35 KIAS to hold my position over the ground. Then I remembered that I had better look for the lennie so that I wouldn't fly into it, but it was already below me. Next, I thought about my oxygen. I started putting it on around 10,000', but by the time I had it on and working I was already over 12,000'. The lift stayed quite strong for a very long time, while I never had to increase the 35 KIAS to hold my position over the ground. When I got to 24,000', I still had at least 300 FPM of climb left, but I knew because of the airspace rules that was my limit. I had gained just under 20,000' of altitude. I knew that I had the Diamond Altitude gain in the bag as long as the barograph didn't malfunction, and so I headed back down in order for Tom to get a second chance for the day. I looked for the airport but could not see it at first because I was looking too far away. I found out that when you are at 24,000', the 23 mile distance to the airport is under the nose. Then I just enjoyed the view down to Boston and the Atlantic shoreline with all of the beautiful fall colors during the descent. I landed after a flight of one hour and 45 minutes, just before 11 AM.

Tom jumped back in the glider after I landed and he got his Diamond Altitude as well. Roy McMaster, Bob Salvo, Tom Richter and I all got our Diamond gains that first day at Mt Washington. I think that Bob Salvo got the first official one because Roy had to land and change barographs. Roy, Bob, and Tom sort of "forgot" to mind their altitudes and all went somewhat higher than the allowed 24,000'.

Nutmeg Soaring member Herb Bals showed up with his newly acquired Ka 6CR just as I landed. I helped him put it together and get launched. Herb released in the same place and altitude that I did but was thrown into horrible rotor sink. He went to land in the Wildcat Ski area parking lot but was thrown into tall trees in a rotor-induced accelerated stall while turning onto final approach. The glider disintegrated, but the fuselage pod (forward of the wing leading edge) stayed intact while snaking down through the trees. It wound up leaning against two 4"-6" tree trunks. Herb was able to just stand up and walk away with

just a bruise under his chin from where his camera had flown up and hit him. He managed to flag down a motorist and was taken to a clinic. We got the call about the wreck at the airport; so I was dispatched to ride along (too young as yet for a driver's license) to go pick up the pieces of the glider. That's how I spent the afternoon that day.

The winds were calm the next day (Oct 9, '66), so there was some local flying in weak dry thermals. We packed up early and got on the road for the 6-hour drive back to CT. The four other guys had to work the next day, while I had high school to go to. Later in October, the club took N2740Z up to Sugarbush where we did some more wave flying to finish up our fall operations.

After Herb's wreck, Alan started to tow gliders up to around 7,000' where they would be above the rotor and still be able to get their Diamond altitude gains while having much better safety margins during the tow. Because the tows were about 46 miles round trip, Alan was only able to make one or two tows per hour. This really limited early participation. As we gained more experience the pilots started releasing a lot sooner and used downwind waves to eventually work their way up into the primary. This allowed for more tows per hour, thus more participants. Eventually pilots started releasing at about 300' AGL (~800' MSL), on the ridge just east of the North Conway airport and then working their way into the primary. By then we had coordinated with ATC for a "wave window", so that if one pilot were able to release at 800' and then climb up to over 31,000', one could achieve an altitude gain of over 30,000'. But that all happened later....

I believe in 1967 or 1968, we had N2740Z back at North Conway for another fall wave encampment. One night the wind came howling down from the northwest. The 1-26 shared a wing tie down stake with Mike Stevenson's 2-32 on one side. The combined lifting force from two gliders pulled the stake out of the ground. N2740Z got thrown on its back and then totaled by our insurance company. Someone must have bought the wreck and repaired it because N2740Z is still registered and somewhere in KY now.

The White Mountain Airport was eventually sold to developers in the 1970's, and condos now sit where we used to fly from. North Conway is after all a ski town, and having a flat piece of land near a ski area just begs for people to want to build vacation housing.

Today, the glider flying in the area is mostly done from Franconia, which sits on the northwest side of the Presidential range as opposed to North Conway, which is off to the southeast.





# 1-26B #216 Restoration Notes

At the SSA Convention in Knoxville, TN last October, The 1-26 Breakfast attendees were lucky enough to be given a very detailed and excellent restoration presentation by Curt Lewis. His 1-26B #216, now named 'Squirrel', had been showing signs of needing fabric work on the tail feathers, not to mention other signs of age and normal wear and tear. He had bought #216, originally built in 1963, a year after its last refurbishment in 2007. Fifteen years later during its 2022 annual, the inspector explained that the fabric on the elevator needed painting and, more likely, replacement pretty soon.

Well, that was the start of the restoration process as Curt explained it. He first did the restoration of the horizontal stabilizer and elevator. He figured that if he had some heated hangar space, good supervision, and someone to do the final painting; then why not do a full restoration? Getting those critical pieces: space, expert back up, and a professional painter to finish the job were key parts in the final full restoration execution.

The whole process took Curt and company roughly 1,150 hours all while working on and off for about a year. With the fabric off the fuselage, he could scotchbrite the frame and replace all the fastenings. New tubing, cables and guides, longeron replacements and elevator pushrod were all part of the job.

Both wing root panels were restored and the wings were carefully stripped to expose any dent damage that would be filled and sanded.

He found the tailwheel bracket and tailcone both needed replacing. Also, the skid and its mounts are new. The fiberglass nose cone around the release hook and where the skid attached were repaired and improved. Fiberglass repair skills came to Curt by just doing it himself.



Curt Lewis presenting a new #216

When it came to the fabric covering of the fuselage, Curt avoided pinking tape and simply fused the fabric to the metal turtle deck and metal cockpit hull. The net effect was smoother lines and a cleaner finish.

Curt's presentation was outstanding (pictures below are his), and his Spiffy award absolutely well deserved. Come to a 1-26 contest soon to see #216 fly!



# New 1-26 Scholarship Awarded

**From: Isabel Ulland**

**Date: Sun, Feb 9, 2025**

**Subject: 1-26 scholarship application - Isabel Ulland**

**To: <[pres@126association.org](mailto:pres@126association.org)>**

Hello 1-26 Association,

My name is Isabel, and I am a young pilot flying out of Hood River, OR. I am 15 years old and working towards getting my private glider license (PGL).

If you asked about one of my most memorable flying experiences in the past year, I would talk about flying out of Sunflower, Kansas. That day I soared for almost four hours, climbed to 9,600 feet MSL, and thermalled like a hawk. It was also my first time in a 1-26. It was a small glider called Li'l Pumpkin.

Before the trip, I had never thought of the 1-26. Our club owned one, but no one flew it. Instead, pilots would gravitate more towards our newer single-seat glider, the L33. That changed after my flight at Sunflower. Coming back to Hood River I started flying the 1-26, and realized how amazing it was. This plane was featured on the Hood River Soaring logo yet no one flew it! After a few flights, the club started "seeing" the plane again. Like all the other 1-26's, it has now become a staple in the club's glider fleet.

There was a quote that resonated with me from Kansas which claimed that "in a 1-26, you'll see the pilot's skills not the plane's." A 1-26 doesn't give you a major advantage over anyone. Your ability to find thermals, climb higher, and stay up are all based on your skill. So, mastering a 1-26 is one of the best ways to refine my flying skills, helping me achieve my goals.

My dream in soaring, the thing I've always wanted to do since I first touched the stick and rudders of a glider, is to race at the world level. I know I need a lot more experience to get to worlds, and I am nowhere near ready to be competitive yet, but this year I plan to experience racing as a

pilot at the region 8 competition!

In the past year I've been preparing for this opportunity. I've earned my bronze badge, gained my Silver Altitude, and completed the PGL written exam with 93%. Now, what's left is turning 16, passing my check ride and oral exam, and flying at a race.

This scholarship would help me cover the cost of my PGL exam. My parents and I in the past would have split the cost 50\50, but now the cost of a PGL is quite a bit. That is why I'm applying: for the chance to earn my private glider license and be able to continue on towards my goals.

One thing I know about gliding is that there's always more to learn, more thermals to chase, gliders to master, and skies to conquer. This scholarship would help bring me a few more steps closer to the dreams I've been soaring towards since the moment I first took flight.

**Isabel Ulland**

**Hood River Soaring - P.O. Box 1441 Hood River, OR. 97031**

***Editor's Note: Scholarship for \$1,000***

***awarded by unanimous 1-26 Association***

***Board vote on March 4th, 2025.***

***Congratulations and well earned, Isabel !!***



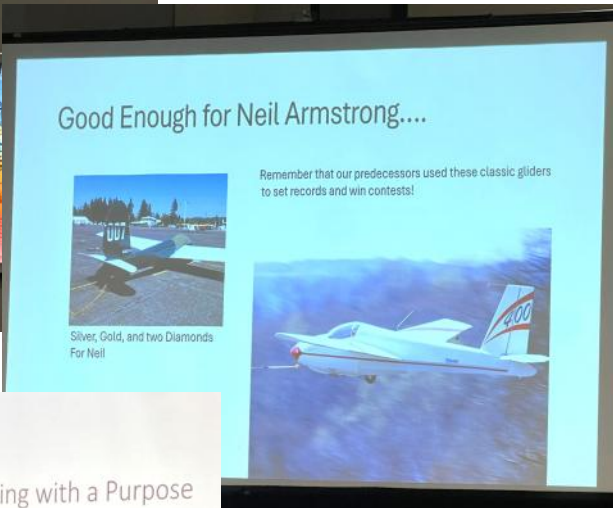


# SSA Convention & Election Notes



Kristin &

SSA Speaker, Kristin Farry, spoke from personal experience on Flying Cross Country in a Classic glider. The 1-26 is perfect for bridging the gap from Bronze Badge to building cross country soaring skills for a lifetime.



her #400 both above.

Tony Condon, (left), opened eyes to the many choices available to soaring pilots. Cross Country, Badge flights, record flights in your state; not to mention introducing and teaching others about Soaring!



John Bird, (Left), takes his aeronautical engineer's perspective and applies it to the science of finding as many thermals as possible transitioning between speed and the ever present challenge of staying aloft. Intuition and knowledge about how thermals work (or, as John describes it: percolation theory), helps us work lift and stay up between thermals.



World Gliding 20 Meter Champions, Sarah Arnold & Karl Striedieck offer their story and winning insights. A huge highlight!



## 2024 Election Notes

The 2024 1-26 Association Election votes were tallied and the election certified by Steve Barry, Sec/Treasurer late December 2024. We had an encouraging uptick in voting this year with 34 members casting votes. There were no write-ins.

Your 2025 Board is:

President - Paul Agnew

Sec/Treasurer - Judith Galbraith (New!)

VP West - Rick Schwemmer (New!)

VP Central - Lance Grace

VP East - Charles "Chip" Haskell

Thanks go out to Pete Donath and Steve Barry for their long-term service to the 1-26 Association and Foundation. I appreciate them both hanging in there for so long while we looked for suitable candidates to take over their positions on the Board.

The proposed Bylaws changes all passed with 72% Yes to 28% No votes. An updated set of Bylaws incorporating the changes will be published on the website soon.

As your President, I'm expecting some direct suggestions on what you would like to see on our agenda for 2025. Please reach out to me at your convenience with your ideas.

Happy New Year!

*Paul*

Paul Agnew

President, 1-26 Association

#114 #533 & #543

# 1-26 Association President's Column

## Everyone Has a 1-26 Story

As I sit down to write my President's message, I keep thinking about a phrase that's been echoing in my mind lately: *Everyone has a 1-26 Story*. It's a sentiment that captures the shared passion and unique experiences we all bring to this incredible sport of soaring. Ask nearly any glider pilot in the US and they will have some fond recollection of the fun they had flying a 1-26. Even though they may have moved on to higher performance ships, the memories of their time in a 1-26 always brings a wistful smile accompanied by some great stories. How many times have you heard someone say they wish they had never sold their 1-26? Recently, I had the pleasure of witnessing this truth firsthand at my glider club.

It was a crisp, clear day last December - perfect for some Winter checkouts after the annual meeting - and I found myself chatting with three folks who, unbeknownst to each other, shared a common thread. The first was Tom and his son Kevin who approached me at the picnic table in our club hangar. We got to talking about his early days in soaring, and he eagerly mentioned his time flying a Schweizer 1-26. His eyes lit up as he described the simplicity of that single-seat glider—the way it climbed with the thermals, light and nimble, offering a pure connection to the sky. He didn't just reminisce; his son ran to the car and came back with his logbook and a packet of photos from decades past. There he was, grinning beside that sleek, red fuselage, a young pilot tasting freedom aloft. It was a treasure trove of nostalgia, and I couldn't help but feel the history in those images. We looked up the serial number and found his old faithful glider was still catching thermals out west. Later that day, I met another newer member. As we watched our tow plane climb into the blue, he shared his own tale of flying a 1-26 during his training years. No photos this time - just vivid stories of chasing lift and mastering that classic glider's quirks. Again, we did a little sleuthing and found his favorite 1-26 was still

registered and hopefully still flying. He laughed recounting his first solo, how the Schweizer's responsive controls taught him to trust his instincts. Though his experience in 1-26s was well in the past, the pride in his voice was clear as he recalled some fun flights.

That day got me thinking: the Schweizer 1-26 isn't just a glider - it's a rite of passage. For so many of us, it's where the journey began, a stepping stone to the skies that left an indelible mark. Whether it was the thrill of a first flight, the challenge of a cross-country soar, or the camaraderie of swapping hangar tales, that little bird has woven itself into our collective story. That's the secret of the 1-26 — every pilot who has flown one carries a memory that shapes who we are as pilots and as a community.

So, I invite you to reflect: what's *your* 1-26 story? Maybe it's about that scuffed and well-used, but always reliable club 1-26, or maybe it's the first 1-26 you owned and spent more time polishing than you did flying. Share it with us and start asking the question of every glider pilot you meet — because these tales are the heartbeat of our 1-26 community. They remind us why we gather, why we fly, and why this passion for 1-26s endures.

Here's to everyone with a 1-26 story!

**Paul**

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